

AMERICAN  
RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
BEARING AND BUTTER SPRINGS,  
FOR PASSENGER AND FREIGHT BOX PLATFORM COAL

ENGINEERING, BANKING, MINING, MANUFACTURES.

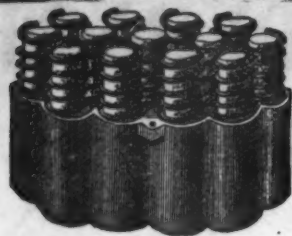
SATURDAY, APRIL 24, 1869.

IRON & STEEL RAILS

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JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,  
No. 9 Spruce Street.



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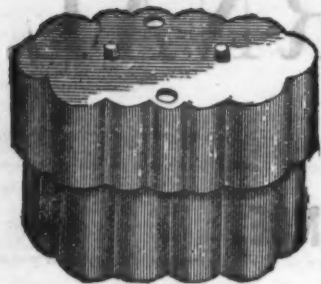
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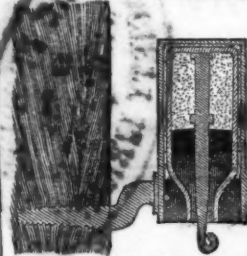
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## American Railroad Journal.

New York Saturday, April 24, 1869.

### Railroads of New York.

The following is a list of Railroad Companies organized during the year ending September 30, 1868, that have filed Articles of Association in the Office of the Secretary of State of the State of New York:

**Black River and St. Lawrence Railroad Co.**—Articles of Association filed June 30, 1868. Length of proposed road about 38 miles. Located in Jefferson and St. Lawrence Counties. Capital stock, \$380,000.

**Black River and Woodhull Railroad Co.**—Articles of Association filed June 20, 1868. Length of proposed road and branches about 12 miles. Located in Oneida County. Capital stock, \$25,000. This road is to be laid with wooden rails, to be used for transporting lumber and wood with horse power.

**Booneville and Constableville Railroad Co.**—Articles of Association filed January 31, 1868. Length of proposed road 8 miles. Located in Oneida and Lewis Counties. Capital stock, \$125,000.

**Booneville and Ontario Railroad Co.**—Articles of Association filed April 16, 1868. Length of proposed road about 45 miles. Located in Lewis and Oneida Counties. Capital stock, \$500,000.

**Brooklyn City, Hunter's Point and Prospect Park Railroad Co.**—Articles of Association filed July 31, 1868. Length of proposed road 16 miles. Located in Kings County. Capital stock, \$300,000.

**Buffalo, Corry and Pittsburg Railroad Co.**—Articles of Consolidation of the Buffalo, Oil Creek and Cross Cut Railroad Company, and the Cross Cut Railroad Company of Pennsylvania, pursuant to Act Chap., 753, Laws 1867, forming the company, filed October 15, 1867.

**Cattaraugus Railroad Co.**—Articles of Association filed March 10, 1868. Length of proposed road, 22 miles. Located in Cattaraugus County. Capital stock, \$500,000.

**Cazenovia and Canastota Railroad Co.**—Articles of Association filed January 22, 1868. Length of proposed road, 15 miles. Located in Madison County. Capital stock, \$300,000.

**Cornwall Suspension Bridge Railroad Co.**—Articles of Association January 14, 1868. Length of proposed road about 15 miles. Located in Dutchess, Putnam and Orange Counties. Capital stock, \$2,500,000.

**Eastern Branch of the Dutchess and Columbia Railroad Co.**—Articles of Association filed October 11, 1867. Length of proposed road to be 16 miles. Located in Dutchess County. Capital stock, \$160,000.

**East Side Railway Co.**—Articles of Association filed March 18, 1868. Length of proposed road about 5 miles. Located in the City of New York. Capital stock, \$1,000,000.

**Erie and Genesee Valley Railroad Co.**—Articles of Association filed January 24, 1868. Length of proposed road about 25 miles. Located in Allegany, Steuben and Livingston Counties. Capital stock, \$500,000.

**Erie and New England Railroad Co.**—Articles of Association filed January 15, 1868. Length of proposed road about 37 miles. Located in Orange, Rockland, Westchester and Putnam Counties. Capital stock, \$2,500,000.

**Far Rockaway Branch Railroad Co.**—Articles of Association filed June 22, 1868. Length of proposed road, 5 miles. Located in Queens Co. Capital stock, \$75,000.

**Fifth Ward Railroad Co.**—Articles filed Octo-

ber 3, 1867. 2 miles. Located in Syracuse. Capital stock, \$50,000.

**Flushing and North Side Railroad Co.**—Articles filed April 3, 1868. Length of proposed road, 25 miles. Located in Queen's County. Capital stock, \$400,000.

**Fulton Ferry and Canarsie Bay Railroad Co.**—Articles filed October 11, 1867. Length 3 miles, in City of Brooklyn. Capital stock, \$200,000.

**Gloversville, Mayfield and Northville Railroad Co.**—Articles of Association February 18, 1868. Length of proposed road, 14 miles. Located in Fulton County. Capital stock, \$300,000.

**Goshen and Deckertown Railway Co.**—Articles of Association March 18, 1868. Length of proposed road, 14 miles. Located in Orange County. Capital stock, \$360,000.

**Hamilton Avenue, Prospect Park and Flatbush Railroad Co.**—Articles filed April 1, 1868. Length 4 miles. Located in King's County. Capital stock, \$200,000.

**Lake Champlain and Moriah Railroad Co.**—Articles of Association filed December 4, 1867. Length of road, 7 miles. Located in Essex County. Capital stock, \$200,000.

**Lake Ontario Shore Railroad Co.**—Articles of Association filed March 17, 1868. Length of proposed road about 140 miles. Located in Oswego, Cayuga, Wayne, Monroe, Orleans and Niagara Counties. Capital stock, \$4,000,000.

**Liverpool and Syracuse (Horse) Railroad Co.**—Articles of Association filed January 16, 1868. Length of road, 5 miles. Located in Onondaga County. Capital, \$100,000.

**Middletown and Crawford Railroad Co.**—Articles of Association filed August 3, 1868. Length of road, 13 miles. Located in Orange County. Capital stock, \$250,000.

**Monticello and Port Jervis Railway Co.**—Articles of Association filed September 2, 1868. Length of road 21 miles. Located in Sullivan and Orange Counties. Capital stock, \$500,000.

**Montreal and Plattsburg Railroad Co.**—Articles filed August 22, 1868. The property of the Plattsburg and Montreal Railroad Company, having passed into the hands of the bondholders a new company was formed under the above name. Length 23 miles. Capital stock, \$1,000,000.

**Newburgh and Walkill Valley Railroad Co.**—Articles of Association filed January 16, 1868. Length of road, 15 miles. Located in Orange County. Capital stock, \$400,000.

**Sunca Lake Branch Railway Co.**—Articles filed August 17, 1868. Length 2 miles. Located in Schuyler County. Capital stock, \$30,000.

**Southfield Branch Railroad Co.**—Articles filed September 18, 1868. Length 1 mile. Located in Orange County. Capital, \$10,000.

**South Side Connection Railroad Co., of Queen's County.**—Articles of Association filed February 21, 1868. Length of road,  $3\frac{1}{2}$  miles. Capital stock, \$60,000.

**Syracuse and Chenango Valley Railroad Co.**—Articles of Association filed April 16, 1868. Length of proposed road, 50 miles. Located in Onondaga, Madison and Chenango Counties. Capital stock, \$1,000,000.

**Syracuse Northern Railroad Co.**—Articles of Association filed February 25, 1868. Length proposed from 32 to 45 miles. Located in Onondaga and Oswego Counties. Capital stock, \$500,000.

**West Shore Hudson River Railroad Co.**—Articles filed October 28, 1867. Length of proposed road, 56 miles. Located in Rockland and Orange Counties. Certificate of consolidation of the Hudson River West Shore with the West Shore Hudson River Railroad Company filed ———. Length of Hudson River West Shore Railroad, 80 miles. Capital stock, \$3,000,000.

**Westport and Kingdom Railroad Co.**—Articles filed November 12, 1867. Length of road, 5 miles. Located in Essex County. Capital, \$100,000.

From the Western Railroad Gazette.

**Lake Shore and Michigan Southern R. R.**  
Last Tuesday a meeting of the directors and the most influential stockholders of the Michigan Southern and the Lake Shore Railroads was held in Toledo for the purpose of considering a proposition for the consolidation of the two roads. The Lake Shore line is itself the offspring of a recent consolidation completed only two or three weeks ago, though the roads of which it is composed have been so long operated as a single line and by a single company that many were not aware that they were owned by separate companies. The Cleveland and Toledo Railroad, 109 miles long, with branches amounting to 79 miles of road, was leased by the Cleveland, Painesville and Ashtabula Company, whose road extended from Cleveland to Erie,  $95\frac{1}{2}$  miles. So the new Lake Shore Railroad owned and operated  $283\frac{1}{2}$  miles of railroad chiefly in the State of Ohio, a few miles only being in Pennsylvania.

The road has always been operated in connection with the Michigan Southern, and indeed could hardly do otherwise, as it has depended chiefly upon it for western business; but the value of the connection has been mutual, for the Lake Shore line is the only available eastern outlet of the Michigan Southern. So with identical interests, it seems altogether proper that the two roads should be consolidated. So it seemed at the Toledo meeting. The directors of the two companies agreed unanimously upon terms of consolidation to be submitted to the stockholders, and there is no doubt that their action will be ratified.

The consolidated line is to be called the "Lake Shore and Michigan Southern Railroad." It will

have an east and west line 451 miles long, from Chicago to Erie, with branches amounting to 362 miles, and will represent a capital of about \$38,000,000.

With the terminus at Erie the Michigan Southern can have the choice of two outlets to New York, the Buffalo and Erie and the Philadelphia and Erie. By the former the distance to New York is 972, by the latter 977 miles. The latter road also furnishes a connection to Philadelphia by which the distance is 902 miles. But it is reported that the Buffalo and Erie Railroad will become a part of the new road and thus secure the preference which it has hitherto had as the carrier of the Michigan Southern business.

There are some who look upon this consolidation as only a preliminary to a grander consolidation which will form a line from New York to Chicago.

The stockholders of the Michigan Southern will vote upon the ratification of the consolidation at the annual meeting, to be held in Toledo, April 28. If it is approved, it is reported that the general offices of the company will be established at Cleveland.

#### Morris Canal and Banking Company.

We have the report of this company for the year ending February 27, 1869. From this we learn that navigation was commenced at Jersey City and Port Delaware on the 1st of April, 1868. The canal was closed by ice on the 8th of December, which made the entire season for navigation 216 days, or 36 weeks.

The income of the company from tolls and other sources during the year was.....\$423,476 30

And the expenses were:

Repairs of canal & works.....	\$139,888 61
Operating canal .....	66,688 35
Salaries, law and other expenses .....	\$33,182 95
Less interest ..	6,913 81
	26,269 14
Transportation expenses..	3,539 77
	236,385 87

Balance—profits of the business .....	\$187,090 43
Balance at credit February 29, 1868.	61,090 56

Total.....\$248,180 99

Thus accounted for:

Dividends on preferred stock .....	\$117,500 00
Interest on mortgage bonds .....	47,010 00
" " boat loan .....	18,513 42
Depreciation of boat stock .....	2,299 99
Bad debts .....	308 60
Discount on second mortgage bonds..	200 00
State of New Jersey .....	25,000 00
Balance February 27, 1869.....	37,348 98

Total, as above.....\$248,180 99

The income of 1868, as compared with that of 1867, shows a decrease of \$26,176 16, being a loss of a little less than six per cent. The current expenses and repairs of 1868, as compared with the expenditures for the same items in 1867, show a decrease of \$50,294 40, being a gain of \$24,118 24, or about seventeen per cent. The report says:

A dividend of ten per cent. upon the amount of the preferred stock has been declared, payable in scrip, redeemable in twenty years, bearing interest at the rate of seven per cent. (payable at the usual semi-annual periods for the payment of the dividends), in accordance with the recommendation of the finance committee, adopted by the board of directors. In the last annual report reference was made to the excess of the cost of the canal and its works over the amount of stock and bonds outstanding. For a series of years, as the necessity arose, expenditures have been made upon capital account, absorbing a portion of the profits; in view of the depressed trade for the past two years, and the consequent condition of

the treasury, arising from that fact and the necessity which still exists to make expenditures on capital account, the directors, recognizing the right of the holders of the preferred stock to receive some evidence of the claim which they have upon the profits arising from the business of the canal, resolved to fund an amount represented by scrip, which should be equal to two semi-annual dividends upon the preferred stock, and providing for the redemption of this scrip by means of a sinking fund which will pay the whole of the scrip when it shall have become due. By a reference to the general statement hereto annexed, it will be seen that \$1,111 50 of this scrip has already been redeemed.

The interest falling due on all the outstanding mortgage and boat loan bonds of the company, and the rent for the State grant (\$25,000 to the State of New Jersey,) have been paid, which leaves to the credit of profit and loss, \$37,348 98.

The expenditures for capital account have been as follows:

Extensions and improvements at Jersey City .....	\$10,708 57
Do., Pt. Delaware .....	25,411 01
Land damages and general improvement account.....	3,390 18
	\$39,509 76

Which is to be credited with—

Reduction of boat account.....	\$15,884 63
Sale of real estate heretofore charged to this account..	11,770 00
	27,654 63
	\$11,855 13

In accordance with the requirements of the trust deed upon which the boat loan was obtained, the trustees of that loan have purchased and canceled \$17,185 of the boat loan bonds, and delivered the same to the company.

Three second mortgage bonds, of \$1,000 each, have been sold during the past year, leaving \$15,000 of that class of securities still in the company's hands.

The competition for coal-tonnage which existed during the previous season, between some of the competing companies, was still in force at the opening of navigation, thus rendering it necessary that we should make equally low rates for transportation, which were continued until the first of September. In the early part of the month of July a general strike took place among the miners of the coal regions, which continued for more than seven weeks, causing an almost entire suspension of the coal trade and a consequent reduction of the tonnage upon the canal. After work was resumed by the miners, the trade gradually revived, and we were enabled to obtain rates of transportation which were more remunerative than before, but not sufficient to compensate for the loss which had occurred during the strike.

#### TONNAGE.

I. COAL.—The coal tonnage of the canal for the year 1868 was as follows:

	Tons.
Received from the Lehigh Canal .....	161,828
" " Rail'd at Pt. Delaware.....	107,387
" " " Pt. Washington.....	80,977

Total coal tonnage .....350,192  
of which amount 247,458 tons came to tide-water, and the balance, 102,734 tons, was delivered on the line of canal west of Newark.

II. ORE.—The total amount of ore transported on the canal was 269,672 tons; of this amount, 120,603 tons crossed the Delaware River into the Lehigh Valley, and 56,044 tons were transhipped to the Warren Railroad at Port Washington, leaving 93,025 tons belonging strictly to the way trade of the canal.

III. TOTAL.—The total tonnage of the canal was 744,112 tons, equivalent to 44,989,787 tons carried one mile. The decrease in the total tonnage from that of 1867 is 78,507 tons.

In the winter of 1866-7 two planes were laid



with Bessemer steel rails, as an experiment, in place of iron rails. The wear upon these rails is almost imperceptible. The iron rails laid at the same time are about half-worn. We have again purchased one hundred tons of the steel rails, and laid them upon two planes and part of a third plane.

The canal is now open, and the prospects for an increased business lead to the hope that the year, upon which we have now entered, will prove more remunerative to the stockholders than that which has just closed.

GENERAL STATEMENT TO February 27, 1869.

Cost of canal and appurtenances...\$3,376,472 26

#### Assets—

Cash.....\$16,747 15  
Bills receivable, individual  
accounts &c..... 47,011 68  
Materials..... 6,801 84  
Sinking fund 7 per cent.  
scrip..... 1,111 50  
71,672 17

Total.....\$3,448,144 43

#### Capital Stock—

Consolidated.....\$1,025,000 00  
Preferred..... 1,175,000 00  
Mortgage bonds..... 785,250 00  
Boat loan bonds..... 249,825 00  
Seven per cent. dividend scrip..... 111,625 00  
\$3,346,700 00

#### Liabilities—

Bills payable.....\$29,902 11  
Individual accounts &c.. 30,517 40  
Dividends, coupons, &c.,  
unclaimed..... 3,675 94  
64,095 45

Profit and loss—surplus..... 37,843 98

Total, as above.....\$3,448,144 43

President.—JACOB RANDOLPH.

Vice President.—BLAKLEY WILSON.

Secretary.—JOHN RODGERS.

#### Cheap Freights.

THE ABILITY OF RAILROADS TO COMPETE WITH  
WATER TRANSPORTATION.

We gave last week an extract from the following letter written by J. H. Moore, Commercial and General Agent of the Pittsburgh, Ft. Wayne and Chicago Railway Co., at Chicago, to J. N. McCullough, General Superintendent, on the subject of cheap transportation by rail. We have been requested to publish the letter entire. Mr. Moore says:

Referring to your expressed desire to furnish cheaper transportation for the products of the West to Eastern markets, and the request for my views on the subject, I would state that I have been for many years impressed with the idea that the railroad companies between Chicago and the Atlantic cities would, with a developed country, see their way clear for remunerating dividends at reduced rates for the transportation of passengers and freights of all kinds. The lakes, rivers and canals are now considered the avenues for cheap transportation, and railroads the most expensive routes for all kinds of transit movements. The great question to be solved by railroad companies, as it appears to me, is the one of rates to compete successfully with water carriage between Chicago and New York and other Eastern cities. When the railroads can transport the staple articles of the country to market, the year round, at about the same rate per ton as the average season rates by water, from the interior to the Atlantic cities, the rail will have the preference. By referring to the Chicago Board of Trade report for the year ending with March 31, 1868, we find that the average lake tariff on wheat for the year was 8½ cents per bushel; on corn, 6.06 cents per bushel, and oats at 5 cents per bushel. If we add

to these rates insurance, commissions and warehouse charges in Buffalo, and canal tolls and freights, we have a cost per bushel, on the average, of about 24 cents from Chicago to New York. The total tonnage of the following articles shipped from Chicago during the year ending as above, being, with the exception of lead, the products of agriculture, was 1,691,186 tons, equal to 140,928 car loads of 12 tons each. Of this tonnage, 1,117,512 tons was shipped from this city by water carriage. Nine hundred and sixty-four vessels, of an average tonnage of 212½ tons each, were employed during the year in all kinds of freight transportation to and from this city. Many were employed exclusively in the lumber trade. The tonnage referred to above consisted of:

	Tons.	Car loads of 12 tons each, shipped by
Wheat.....	234,909	
Corn.....	747,252	
Oats.....	162,523	
Rye.....	31,000	
Barley.....	30,393	

	Tons.	Water.	Rail.
Total.....	1,256,077	92,187	12,486
Seeds, lbs.....	6,336,900	264	505
Cattle, No.....	203,564	122	11,852
Live & dressed hogs, 1,033,118			12,914
Butter, lbs.....	2,804,177	25	93
Hides, lbs.....	27,739,099	452	705
Highwines, brls.....	34,070	45	456
Lead, lbs.....	4,162,074	8	165
Beef, brls.....	83,238	417	693
Tallow, lbs.....	7,165,927	72	227
Lard, lbs.....	27,054,529	53	964
Pork, brls.....	134,849	687	1,111
Cut meats, lbs.....	82,322,540	27	3,403
Wool, lbs.....	11,293,500	15	455
Sheep, No.....	51,616	9	507

Total car loads.....94,392 46,536

The water rates to Buffalo during the season, were as follows (average): Wheat, 14 cents per 100 lbs.; corn, 10.8 cents per 100 lbs.; oats, 15 cents per 100 lbs. Canal rates from Buffalo are estimated at 23.3 cents per 100 lbs., making a total average rate from Chicago to New York, via lakes and canals, including 3 cents for insurance, warehouse commissions and transfer at Buffalo, of 40 cents per 100 lbs.

I think the above transportation may be arranged and carried by rail in three classes, at \$7, \$8 and \$9 per ton for six months of the year, and during the suspension of navigation \$9, \$10 and \$11 per ton; averaging \$9 per ton throughout the year. This applied to the above tonnage, would give a gross income of \$15,220,224 from this city, and estimating the west-bound freights to produce an equal income, we have the gross amount of earnings, from business to and from Chicago of \$30,440,448.

During the year 1867, there were 396,313 tons of coal brought to this city by vessels. This, together with building stone, pig iron and other coarse and heavy freights, may be brought here by rail, in full trains, from the interior of Ohio and Pennsylvania, at *pro rata* per mile of the above rates, or perhaps at 1¼ cents per ton per mile, which will turn all of this transportation, from that section of the country, on to the railroads, as it appears to me, loading the return trains at remunerative rates. The increasing consumption of coal in this city is 100,000 tons annually. Thus it will be seen that full trains carrying all of the products above enumerated, in the year ending, as above stated, our road would have earned, assuming the fact that one-third of the business of the year was, and would have been, done by our line, at *pro rata* divisions, \$5,877,812; to this add local receipts, \$1,695,507, which gives us a total of \$7,073,319 as the gross freight earnings for that year. If the entire lake trade, as above shown, with an equal amount of tonnage west bound, had been carried by rail, our full proportion would have averaged 179 tons per train per mile, earning \$1.08 per mile per train more than the earnings per mile per train, of

freight, during the year 1867. If we deduct 54 cents per mile as the cost of transporting this additional tonnage in the same trains that were run, we show a net increase of earnings per train per mile of 54 cents, making a total net additional income for the year of \$1,789,602 44.

To successfully work a railroad, where the tonnage is very large, it should be provided with a double track for freight trains and another for passenger trains, and the freight should be worked at a slow rate of speed—say six or eight miles an hour, with engines especially adapted to such speed. Under an organization of this kind a single line between Chicago and New York would transport more than five times the railroad and lake tonnage for the year under consideration. The trains can be safely worked within fifteen minutes of each other, giving ninety-six trains a day from Chicago, of 300 tons each for 300 days in the year, total 8,640,000 tons. This traffic at \$9 per ton, on the average, will amount to \$77,760,000, and estimating west bound receipts the same we have total income, from a single line, of \$155,520,000, of which our company would be entitled to \$80,870,400. To economically transport this immense tonnage 30,000 freight cars, at a speed of eight miles the hour, and 35,000 at six miles the hour, and 3,000 locomotive engines, would be required. The receipts per train per mile would average \$3 from Chicago to New York via Pittsburg. These items of tonnage and earnings multiplied by four, the number of railroad lines from this city to New York, Philadelphia and Baltimore, give an aggregate of 96,120,000 tons, counting both east and west tonnage, producing an income annually of \$622,080,000. All this I mention to show that railroad lines may be worked, when the tonnage is large, so as to entirely supersede water carriage when lakes, canals and rivers must be used between the termini of a long route; and that the capacity of a single line of railway is equal, if not superior, to that of five canals, in this latitude, as the speed of the trains would be three times that of canal boat movement during the season of navigation, with the five months' winter tonnage in favor of the all rail lines.

Respectfully submitted by yours truly,  
J. H. MOORE, Commercial and Gen'l Agent.

The Richmond Examiner says the directory of the Chesapeake and Ohio Railroad Company have in contemplation the scheme of selling out to the Pennsylvania Railroad Company the State's interest in the Virginia Central Railroad, (\$2,000,000) and the State's interest in the Blue Ridge Railroad, (\$1,674,000) and that if the sales were made the Pennsylvania Railroad Co., would build a road from Pittsburg to Charleston, on the Kanawha, or some other point in West Virginia connecting their line with the Chesapeake and Ohio Railroad.

About \$242,000 of the stock of the Chartiers Valley Railroad Company have been subscribed, leaving only \$80,000 to be raised. The engineers are now upon the road preparing the whole line for letting, which will be done immediately upon the raising of the balance by the people of Washington and Alleghany counties.

The Philadelphia Ledger says that the Pennsylvania Railroad Company has obtained a controlling interest in the Indianapolis, Cincinnati and Lafayette Railroad, by the purchase of a majority of the stock.

At a meeting of the directors of the New Orleans and Jackson Railroad, held at New Orleans on the 12th inst., reports were received from the President, Engineer and Superintendent, all favoring the extension of the road to Decatur,

**Baltimore and Ohio Railroad.**

The regular monthly meeting of the directors of this company, was held in Baltimore on the 14th inst. J. W. Garrett, Esq., President, in the chair. Upon the presentation by the committee of finance of their report recommending the declaration of the usual semi-annual dividend of four per cent. on the main stem, and five per cent. on Washington branch, and the payment of the United States taxes by the company, the President made the following remarks in relation to the financial condition of the company, and the various works of improvement at present in progress:

Before taking the vote upon these resolutions a statement in reference to the general financial condition of the company and the progress of its works may be interesting. The board is aware that the expenditures in the various works which the company is now prosecuting, are very heavy. Upon the Metropolitan branch large forces are engaged and much work is being performed. The road from Winchester to Strasburg is under contract, and work upon nearly that entire line is also being vigorously prosecuted.

**THE OHIO BRIDGES.**

A large amount of preparation has continued to be made of the work for the Ohio river bridges, and the expenditures for these structures now exceed \$500,000. As the board is aware, an attack was made during the last session of Congress upon the plan for the channel spans of these bridges.

It will be remembered that the bridges at Bel-laire and at Parkersburg are being constructed under an act of Congress passed in 1862, under which the Steubenville bridge, which is used by the Pennsylvania road and its connections, was also built. That bridge remains, and has not been practically attacked by those who assume that the navigation of the river will be interfered with by the bridges of the Baltimore and Ohio Company. Under the act of 1862 the water way between the channel piers is required to be not less than three hundred feet. The Steubenville bridge was so imperfectly constructed, the piers having such insecure foundations, that in order to maintain them twenty feet of rip-rapping on each side of each pier was required, so that the water way has been reduced to 260 instead of 300 feet, as required by law.

The bridge was also constructed in a bend of the river, where the water was crooked, and where there were serious difficulties in navigation, irrespective of the structure itself. The bridges planned by the Baltimore and Ohio Company have been located not only in straight water, but where, for half a mile above and below each site, there is a direct current, thus preventing the difficulties which arise from crooked water, which exists wherever the river curves. The Baltimore and Ohio Company also, instead of attempting to place its piers upon the bottom of the river, with little or no foundation, has, at great cost—and thus far under great difficulties, arising principally from the frequent rises of the river during the last season, which destroyed or damaged seriously and repeatedly its coffer dams—constructed its piers with an average depth of foundation of eleven feet, thus making them so substantial that when constructed the superstructures can be placed upon the piers and the bridges be safe without resorting to rip-rapping.

Under these circumstances the company represented to the committees of the House of Representatives and Senate that it was unjust and unreasonable because the Pennsylvania Railroad Company violated the law, that the Baltimore and Ohio Company should not be permitted to carry out its plans in strict compliance with the law. The company also, instead of selecting locations where the water was shallow, selected pools, so as to give this additional protection to navigation. Under these circumstances, after repeated presentations of the facts, the company

succeeded in rescuing its rights from the perils which were threatened.

In this, as in most other cases involving adverse legislation, the efforts were inspired chiefly by rival railway interests. The company is in a position fortunately to proceed with those great works—works which are of vast importance to the country as well as to the Baltimore and Ohio railway and its connections. It will therefore be the policy of the company to press this work vigorously during the approaching season.

**THE MARIETTA AND CINCINNATI ROAD.**

In consequence of its embarrassed condition this company has continued to assist the Marietta and Cincinnati Company. The completion of the arching of the twenty-three tunnels on the Parkersburg branch, and the general improvement in the condition of that road, combined with the improved condition of the Marietta and Cincinnati road, under the present vigorous administration of the affairs of that company, will enable the Baltimore and Ohio Company to do that which is unprecedented in the history of travel betwixt the East and West. The company design establishing a line between Baltimore and Cincinnati via the Parkersburg branch, which will require but twenty-four hours between the two cities. This arrangement will commence with our spring schedules, and the line cannot fail to command a large increase of traffic.

**REVENUES AND POLICY.**

It will also be gratifying to learn that notwithstanding all the complications in the West by efforts to cut off the Baltimore and Ohio road from some of its natural connections, yet, during the past month of March, with the relations that the company have been able to maintain, and others which it has improved, whilst the revenue of the main stem and branches, in March, 1868, was \$718,591 68, the revenue of the last month of March, 1869, proved to be \$936,494 86—thus showing an increase for that month of \$217,903 18. This exhibit proves that the policy of the Baltimore and Ohio Company has not been erroneous in declining to fasten upon itself, at prodigious cost, during a period of extraordinary extravagance and excitement additional western connections.

The Pennsylvania road has deemed it proper to make an agreement with a single association of financially weak roads west of Columbus by which it agrees to pay annually the sum of seven per cent. on \$20,000,000 of debt, viz: \$1,400,000 a year; and the supposition has been indulged that the Baltimore and Ohio Company might be cut off by such arrangement; but the power of the Baltimore and Ohio road having so strengthened and enlarged the business of the city of Baltimore enables it to command such a business for the West that upon the principle of reciprocity, on which it acts, it is in a position to command business from the West by a sufficient number of satisfactory and desirable routes.

**PITTSBURG AND CONNELLSVILLE ROAD.**

The work upon the Pittsburgh and Connellsville road is progressing satisfactorily, and it is proposed to place, at an early day, all the remaining sections under contract. No effort will be spared to open this invaluable and powerful line at the earliest practicable period. That company continues to dispose of its seven per cent. first mortgage bonds at ninety per cent. It is hoped that capitalists will continue to invest largely in this desirable security.

To meet the requirements of funds for the important works in progress, the Baltimore and Ohio Company is now furnishing its preferred six per cent. stock at par. As this security is of the very highest order, is perpetual and free from both State and municipal taxes, it offers a most reliable and inviting investment.

**WASHINGTON COUNTY RAILROAD.**

Among the works which the company has prosecuted to completion is the Washington county road. It is proper to state that whilst this road was undertaken measurably by this company, in view of the disappointment originally of our fellow-citizens of that portion of the State, arising

from the final location of the Baltimore and Ohio road, yet it was always hoped by its friends that the enterprise might prove remunerative. The results, however, have not been satisfactory, financially. The road has been in operation from December 1st, 1867, and up to March 31, 1869—fifteen months—the earnings from passengers amounted to but \$39,503 67, and from tonnage to \$29,336 12, making an aggregate revenue for that entire period of \$68,839 79. The actual expenses for repairs, irrespective of construction during these fifteen months, were \$75,225 03, leaving a deficit of \$6,385 24. This deficit exists in addition to the expenses incident to the completion of the road during the same period, viz: \$52,503 69, which were charged to construction. Besides this loss, the further loss of upwards of \$70,000 has been sustained, being the interest for that time at six per cent. on the capital expended in the construction of the road. Why has this disappointment arisen? It was, of course, originally understood that the Chesapeake and Ohio canal furnished abundant and cheap facilities of transportation for a large portion of Washington county, and that the Cumberland Valley road, extending also to Hagerstown, was an outlet to Baltimore, through the Northern Central road, and to Philadelphia and New York by the Pennsylvania road, and that, consequently, severe competition would occur; but that competition has proven greater than anticipated, and so great have been the facilities for transportation for the relatively small business to be obtained that it has been demonstrated that the Baltimore and Ohio Company could conveniently transport in one week all the business that it has been in its power to obtain in the fifteen months elapsed since the opening of the road.

These results have not followed because Washington county is not a great and productive region; nor because there is not a considerable business, but simply because, with the Chesapeake and Ohio canal and two powerful railway companies, prepared for a large business, a capacity of transportation exists immensely beyond any existing or possible requirements for the traffic of that region. The Baltimore and Ohio Company has the satisfaction of having met the wishes of that section of the State. Financially, however, it is proper that the true relations and losses connected with the line should be understood. Another lesson is thus furnished, showing that the true policy in building railways is not to construct parallel lines or to furnish additional railways to points whence the business cannot possibly be commensurate with the capital and facilities afforded.

**DISTANT CONNECTIONS.**

The policy generally pursued by this company has been to strike for new and distant regions and for additional sources of business. By this policy great regions are accommodated and supplied with avenues of the highest necessity and advantage, and immense amounts of traffic necessarily flow through such new channels, and aid enormously in building up the terminal points, and thus insure a legitimate and natural increase of business, which causes every interest connected with a commercial community to advance and prosper.

**THE COAL TRADE.**

The company has not hesitated to continue, in addition to its providing double-tracked line to the coal regions, to expend large sums in furnishing the additional equipment required for the advancement of that highly important interest. The company decided some time since to build an addition to the coal equipment of four hundred hoppers of eleven tons capacity each. Of these a large proportion have already been built and are in service. Fifteen locomotives have also been recently added to the equipment. By these means and facilities the coal trade has already swollen to a volume which exceeds 4,000 tons per day.

This quantity is now brought to our wharves continuously; and the design of the company, if its ability to so act be not checked by untoward



circumstances, is to continue to do all that is possible to develop this important trade. It will be remembered that the company, in the early part of 1868, reduced largely the tariff on coal. It will also be remembered that the demand became enormous—far beyond the expectation of the bituminous coal carrying interests. As the season advanced, it became clear that this company could readily have obtained for its then full capacity of transportation an advance of one dollar per ton on the charge made; but in the pursuit of the wise policy upon which you determined, no advance was made, and this coal was supplied continuously at the lowest possible cost, during the winter; also no change in the tariff was made. The business was unprecedentedly large, and at the opening of the navigation the demand enlarged, so that 4,000 tons per day are now required.

Another interesting and gratifying result in our community is shown in connection with this low tariff. The increase in consumption of coal by the manufacturing interests of Baltimore is very marked. In an important instance a great manufacturing interest—the Baltimore Smelting Company—is being sustained chiefly, and succeeds because, as against northern competitors, it is supplied with cheap coal, caused by the low rates of tariff of the Baltimore and Ohio Company. The manufacturing interests of Baltimore are constantly increasing, and chiefly because of the great comparative advantages resulting from an abundant supply of this fuel at low prices.

#### STEAMSHIP ENTERPRISES.

The progress of our steamship enterprises has continued very satisfactory. The North German Lloyd have found that such are the comparative economies and advantages of this port—especially in the cheapness of coal—that, without demanding aid from Baltimore or American interests, beyond what might be agreeable to those interests to contribute, the company has already doubled the number of ships upon the line. At this moment not only is a full cargo awaiting the next steamer, but we have the satisfaction to state that sufficient cargo is offered to load at once two instead of one of the steamers. It is therefore reasonable to anticipate that this line, which was inaugurated with two ships, and which in one year increased to four, will, in less than two years, have not less than eight first-class steamers plying between Baltimore and Bremen. The economy in the price of coal of \$250 per ton, as compared with New York, aids largely in the success of this enterprise.

In this connection it will be interesting to state that, whilst the company has long been anxious to establish a line of first-class steamers between Liverpool and Baltimore, of larger capacity than those which have heretofore been placed upon the route, yet, in consequence of the depressed condition of the traffic between Liverpool and New York, and the unprofitable results of the lines between those ports, no satisfactory arrangement could be heretofore effected. Within the past week, however, negotiations have been opened with an important and influential foreign house which indicate that it is prepared to join this company, probably in the course of a few months, in establishing a line of the character and capacity desired.

Mr. Garrett having concluded, the vote was taken upon the resolutions offered by the committee of finance, which were unanimously adopted.

#### LOCUST POINT ROUTE.

The President then made the subjoined statement in reference to a route proposed to be constructed upon Locust Point:

Much objection has been made by passengers between the national capital and Philadelphia and New York to the delay in passing through the streets of Baltimore by horse power, as well as to the slow speed required in approaching Camden and President street stations. The increasing business of the city adds continuously to the use of Pratt street, and causes serious difficulties in

transferring cars in the passenger and freight service between the Philadelphia and Baltimore and Ohio stations.

These embarrassments in transportation produce also much apprehension, although, with the great care exercised, but few accidents have occurred. Under these circumstances the company have sought most carefully for a plan which would prove permanently for the interests of the community, and accomplish, in the most convenient manner, the rapid transfer demanded by the public interests. Our engineers and officers, in conjunction with the Philadelphia, Wilmington and Baltimore company, have unanimously decided that the true route will be upon the peninsula of Locust Point, where the population is relatively limited, and where the construction and facilities of the railroad will advance the value of property and promote the convenience of the people. The company, for the reasons stated, has secured the property that will be necessary to accomplish the desired object. It will become necessary, in carrying out the improvement, to open a street and obtain authority for its use.

So far as has been learned, the line proposed meets very generally with the approval of those interested. The Baltimore and Ohio Railroad Company can thus construct a very direct route to a point east of the European steamship piers. Between this site and Canton the passenger trains from and to Washington can be readily and rapidly transferred in barges by the use of steam-tugs, as has been so successfully done for two years past by the company over the Ohio river at Bellair and Parkersburg. This system will solve a problem of great interest to the citizens of Baltimore. It will also enable the company to transfer its freight with economy and dispatch. This line can also be advantageously used for the transfer of freight to and from the Northern Central road, and thus to an important extent relieve the track upon Howard street. As it is clear that it is the interest of the Northern Central company to build a road to tide for its coal traffic, it is evident that when such a line is built the transfer suggested can be advantageously made. The New Jersey and Camden and Amboy companies also unite in the desire to have this improvement in the line effected.

As the board is unanimous in their judgment regarding the importance and desirableness of the improvement, the chair suggests the appointment of a special committee, to be composed of the city directors, to present the subject for the consideration and action of the city councils. The proper notice required by law in such cases has been duly given, and the application can, therefore, be at once considered. If the requisite authority be promptly granted, it is contemplated that the line will be placed in operation during the present season.

[In accordance with the suggestion of the chair a resolution was unanimously adopted appointing the city directors a special committee to present the subject to the councils for their consideration and action.]

#### VIRGINIA VALLEY RAILROAD.

After the transaction of other general business the chair referred, as follows, to the Virginia Valley and Lynchburg and Danville railways:

There are two subjects in connection with railway improvements of vital importance to this community, which will be presented at an early day in a manner that will attract great public attention. The aid of the Baltimore and Ohio Company to the Winchester and Strasburg road will effect the opening of the line to Harrisonburg during the next autumn. There will then be a gap of but 113 miles from Harrisonburg to Salem—the construction of which will not only open the business of the magnificent Valley of Virginia, but also open, under the most favorable auspices and influences, a great line to New Orleans, which will largely command the traffic of the vast intermediate territory.

A second gap, of but sixty miles, exists between Lynchburg and Danville, the filling of which

will connect the Orange and Alexandria road with another highly important system of Southern railways, by which an enormous business will necessarily be directed to Baltimore which now goes to the coast. The leading citizens in those sections are extremely anxious to get these roads constructed. They want, in view of the advantages to their regions, enlarged commercial intercourse with Baltimore. They are willing to contribute largely for the work themselves. The counties upon the Valley line propose to subscribe \$1,200,000. They propose to ask the city of Baltimore to subscribe a million to their stock.

The Lynchburg and Danville interests propose to supply all that will be requisite but half a million. This sum they wish to obtain from the city of Baltimore. Under these circumstances large delegations of the most eminent citizens in Virginia it is expected will visit Baltimore about the 21st of this month, to confer with the authorities and citizens of Baltimore. It will be seen, as a mere railroad question, that the Baltimore and Ohio Company has but little interest in these extensions, whilst incalculable benefits would result from their construction to the business interests of Baltimore. As this company is now engaged in enterprises for the prosecution of which all its resources are required, those connected with it can only aid as citizens, and co-operate to secure the requisite capital. It has been found heretofore impossible to obtain the large sums necessary for such works from individuals. Therefore the only practicable plan appears to be for the city to render the necessary assistance. It is the judgment of many who have carefully considered the subject that if the city of Baltimore can, by subscribing \$1,000,000 to the Valley line and \$500,000 to the Lynchburg and Danville line, secure their construction, and thus open these direct and first-class avenues to Baltimore, that this community will absolutely gain in advantage and net profits on the vast business that will be thus commanded not less than the aggregate amount (\$1,500,000) in each and every year after their completion. In that judgment the chair fully accords. It is stated that three hundred delegates will visit Baltimore. If, when those gentlemen arrive, full co-operation is extended, and the facts and interests connected with these great subjects be presented and understood in the community and in the city councils, and aid be granted, it will undoubtedly lead to results in the commercial progress of Baltimore as important and valuable, in connection with the Southern trade, as the developments and extensions of the Baltimore and Ohio road are bringing about with the trade of the West, the Northwest and the Southwest. The chair feels that the importance and magnitude of the interests involved in these enterprises cannot be too earnestly urged.

The Board then, having got through with its business, adjourned.

#### Windsor and Annapolis Railway.

According to the recent report of the engineer of this company, 79 miles out of the 84 had been passed as finished, and it is proposed to open 70 miles of this for the summer traffic. The iron bridge at Windsor, when finished, will be the second on the Continent in size and importance, and probably one of the most difficult pieces of engineering that has been undertaken. In length and dimensions of iron girders, it is only surpassed by the Victoria Bridge at Montreal, over the St. Lawrence. The Windsor Bridge is in a very forward state of completion.

It is proposed to build the Rensselaerville and Berne Railroad from near Schoharie through the towns of Wright, Knox, Berne, and Rensselaerville, to the south line of Albany county. The officers of the company are: Wm. B. Tanner, President, Franklin Frisbee, Treasurer; F. C. Huyck, Secretary.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J. A. J. & O.	Apr. '69 3	Portl. Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '68 3
Allegheny Valley...50	2,000,000			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '69 4
Atlanta and West Point...100	1,282,200	J. & J.	July '68 4	Do. do prof...100	5,233,830			Raleigh and Gaston...100	2,000,000	A. & O.	Oct. '68 34
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa...50	116,850	M. & N.	Nov. '68 5	Rensselaer and Saratoga...100	2,100,000		
Atlantic & Gt. Western...50	25,879,922			Housatonic...100	520,000			Richmond and Danville...100	2,000,000		
Do. prof...50	1,919,000			Do. prof...100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '69 2	Hudson River...100	13,927,100	A. & O.	Apr. '68 4	Rich. Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 34	Huntingdon & B'd Top...50	494,850			Rockport...100	88,400		Nov. '68 2
Baltimore and Ohio...100	16,151,962	A. & O.	Apr. '69 4	Do. prof...50	190,750	J. & J.	Jan. '68 34	Rome, Watert. and O'g'n'b...100	2,400,000	J. & J.	Jan. '69 5
Do. Washington Br...100	2,960,000	A. & O.	Apr. '69 5	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred...100	2,040,000	F. & A.	Feb. '69 34
Baltimore City Passenger...100	670,000	J. & J.	Jan. '69 3	Indianapolis, Cin. & Lafayette...50	6,181,897	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute...100	2,300,000		Annual. May '68 7
Bay de Noquet & Marq...100	1,280,000	A. & O.	Apr. '68 3	Jeffersonv. Ind. & Ind...100	2,000,000	J. & J.	Jan. '68 5	St. L. Jack'nv. and Chic'o...100	1,469,429		
Bellevue Line...100	4,420,000	F. & A.	Feb. '68 34	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Apr. '69 11	Sandusky and Cincinnati...100	2,089,000		
Berkshire Delaware...100	996,250			Joliet & North Indiana...100	300,000	J. & J.	July '68 4	Sandusky and Cincinnati...100	2,089,000		
Berkshire...100	600,000	J. A. J. & O.	Apr. '69 11	Lackawanna & Bloomb'g...100	1,325,000			Do. prof...100	448,598	M. & N.	Nov. '68 3
Blossburg & Corning...50	250,000	J. & D.	Dec. '68 2	Leeds and Farmington...100			Jan. '69 24	Sand. Manaf. and Newark...100	901,241		
Boston and Albany...100	13,725,100	J. & J.	Jan. '69 5	Lehigh and Mahanoy...50	2,167,565	J. & J.	Jan. '69 6	Savannah and Charleston...100	1,000,000		
Boston and Chelsea...100	110,000	A. & O.	Apr. '69 4	Lehigh and Susquehanna...50	873,180	M. & N.	May '67 5	Schuylkill and Susqueh...100	1,239,150		
Boston, Concord & Mont...100	469,900			Lehigh Valley...100	16,781,400	J. A. J. & O.	Apr. '69 24	Second and Third St. (Ph.)...50	203,767	J. & J.	Jan. '69 3
Do. do. prof...100	1,840,400	M. & N.	Nov. '68 3	Lehigh Luzerne...100	34,150	J. & J.	Jan. '69 4	Schuylkill Valley...50	676,050	J. & J.	Jan. '69 24
Boston and Lowell...500	1,891,500	J. & D.	Dec. '68 4	Lexington & Frankfort...100	61,646	J. & J.	Jan. '69 3	Seaboard and Roanoke...100	368,200		
Boston and Maine...100	4,076,974	J. & J.	Jan. '69 5	Little Miami...100	3,572,400	J. & D.	Dec. '68 4	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '68
Boston and Providence...100	3,800,000	J. & J.	Jan. '69 4	L. M. & C. and X. (Joint)...100	1,804,337	J. & D.	Jun. '68 3	Shakomiv. and Potomac...100	869,460	F. & A.	Feb. '69 3
Broadway (South Boston)...100	825,000	J. A. J. & O.	Apr. '69 2	Little Schuylkill...100	2,644,100	J. & J.	Jan. '69 4	Shore Line...100	636,000	J. & J.	Jan. '69 3
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jul. '67 5	Lomb. and South St. (Ph.)...25	90,700			Sixth Avenue (N. Y.)...100	750,000		
Brooklyn City...100	1,000,000	F. & A.	Feb. '69 24	Long Island...50	8,000,000	F. M. A. N.	Aug. '69 2	Somerville...100	75,000	M. & N.	Nov. '68 3
Brooklyn City & New'n...100	899,800			Long Branch & Sea Shore...50	95,194		Nov. '67 10	South Carolina...100	6,819,275		
Buffalo, Bradford & Pitts...100	1,100,000			Louisv. Cin. and Lex. pr...100	211,122	J. & J.	Jan. '69 4	South Shore...100	259,655		
Buff. New York & Erie...100	960,000	M. & N.	N. '68 31	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '69 3	South Western, Georgia...100	3,203,400	F. & A.	Jul. '68 3
Buffalo and Erie...100	5,000,000	F. & A.	Feb. '69 4	Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4	Station Island...100	600,000	J. & J.	Aug. '68 4
Cambridge Horse (Boston)...100	737,300	A. & O.	Apr. '69 4	Louisv. N. Alb. & Chicago...100	2,809,000			Stony Brook...100	267,300	M. & N.	May '68 24
Camden and Amboy...100	7,921,412	F. & A.	Feb. '69 5	Lowell and Lawrence...100	200,000	A. & O.	Apr. '69 3	Steubenville and Indiana...100	1,983,141		
Camden and Atlantic, prof...60	600,000			Macon and Western...100	1,500,000			Stockbridge & Pittsfield...100	448,100		
Camden & Burlington Co...100	331,000			Mahanoy & P'd Mount'n...60	1,676,915	May.	May '69 23 1/2	Summit Branch...50	250,000	J. & J.	Jan. '69 34
Cape Cod Branch...60	121,926	J. & J.	Jan. '69 34	Maine Central...100	1,800,800			Syr. Bingham. and N. Y...100	1,214,130		
Cape May and Millville...100	447,000	J. & D.	Dec. '68 3	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '68 5	Taunton Branch...50	250,000	J. & J.	Jan. '69 4
Catawissa...50	1,180,000			Marletta & Cincinnati...50	3,618,374			Tennessee and Alabama...100	695,922	J. & J.	Jan. '69 6
Catawissa, prof...50	2,200,000	M. & N.	Nov. '68 3	Do. prof...50	6,689,185	M. & S.	Sep. '68 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '69 6
Cayuga & Susquehanna...50	589,110	J. & J.	Jan. '69 4	Do. 2d prof...50	4,051,744	M. & S.	Sep. '68 3	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jan. '68 1
Central of Georgia...100	4,686,900	J. & J.	Jan. '69 5	Memphis and Charleston...100	570,000			Thirteenth and Fif. (Ph.)...50	1,700,000		
Central of New Jersey...100	13,768,600	J. & J.	Jan. '69 24	Memphis and Ohio...100	1,250,000	J. & J.	Jan. '69 5	Tol. Peoria and Warsaw...100	2,700,000		
Central Ohio...100	2,600,000	J. & D.	Dec. '68 3	Metropolitan (Boston)...100	1,367,366	J. & J.	Jan. '69 14	Do. (E. D.) prof...100	1,700,000		
Do. prof...100	400,000	J. & D.	Dec. '68 3	Michigan Central...100	1,457,366	J. & J.	Jan. '69 14	Do. (W. D.) prof...100	1,800,000		
Con. Park, N. & E. River...100	970,000			Mich. So. & North. Ind...100	10,059,400	F. & A.	Feb. '69 4	Tol. Wabash and West...100	5,700,000	M. & N.	May '69 34
Chemung...100	380,000	J. A. J. & O.	Apr. '69 2	Do. guaranteed...100	58,500	F. & A.	Feb. '69 5	Do. prof...100	1,000,000		
Chesapeake...100	2,017,825	Annual.	Jan. '69 4	Middlesex (Boston)...100	400,000			Troy and Boston...100	607,111		
Chesapeake preferred...100	5,141,800	M. & S.	Mar. '69 5	Mill Creek and Mineh'...50	323,315	J. & J.	Jan. '69 5	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 34
Chicago and Alton...100	2,425,490	M. & S.	Mar. '69 5	Millville and Glassboro...100	405,020	J. & J.	Aug. '67 6	Union Transp'n (Bos.)...100	294,000		
Chicago, Burl. & Quincy...100	12,500,000	M. & S.	Jan. '69 5	Millw. & Prairie du Chien...100	2,950,081			Union (Phila.)...100	201,476	J. & J.	Jan. '69 3
Chicago, Iowa & Nebras...100	2,900,000			Do. 1st prof...100	3,211,250	Annual.	Feb. '68 8	Utica and Black River...100	834,400	J. & J.	Jan. '69 4
Chicago and Milwaukee...100	2,237,000			Do. 2d prof...100	1,014,000	Annual.	Feb. '68 7	Vermont and Canada...100	2,600,000	J. & D.	Dec. '68 4
Chicago & N. Western...100	14,555,876	J. & D.	Dec. '68 5	Do. prof...100	5,056,892	J. & J.	Jan. '69 14	Vermont Central...100	6,000,000		
Do. prof...100	16,856,287	J. & D.	Dec. '68 5	M. Hill & Schuylk. Haven...60	2,775,400	J. & J.	Do. 7 1/2 10 1/2	Vermont and Massachu'ta...100	2,600,000	J. & J.	Jan. '69 2
Chicago, R. I. & Pacific...100	14,000,000	April.	Apr. '69 5	Mobile and Ohio...100	3,762,400	J. & J.	Jan. '69 4	Vickeburg and Meridian...100	357,405		
Cin. Ham. & Dayton...100	3,521,684	April.	Apr. '69 5	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Virginia Central...100	3,353,679		
Cincinnati City Passenger...100		J. & J.	Jan. '68 2	Morris and Essex...50	3,618,350			Virginia and Tennessee...100	3,497,791		
Do. Street...100		J. & J.	Jan. '68 2	Mt. Carbon & Ft. Carbon...50	282,300	J. & J.	Dec. '68 7 1/2	Western Union...100	2,707,585		
Cincinnati and Zanesville...60	1,676,346			Nashua and Lowell...100	120,000	M. & N.	May '69 5	West Jersey...100	804,150		Feb. '69 5
Citizens' Passenger (Phila.)...60	192,750	J. & J.	Jan. '69 7	Nashua & Chatanooga...100	2,056,544			West Philadelphia...50	249,100	J. & J.	Jan. '69 5
Clev. Col. Cin. & Ind...100	10,450,000	F. & A.	Feb. '69 34	Naugatuck...100	1,432,600	F. & A.	Feb. '69 5	Wilm. and Weldon...100	1,468,770		
Cleveland & Mahoning...100	2,058,400	M. & N.	N. '68 31	New Bedford & Taunton...100	500,400	F. & A.	Feb. '69 5	Winchester and Potomac...100		J. & J.	Jan. '69 3
Cleve. Painesv. & Ashta...100	8,760,000	J. & J.	Jan. '69 4	New Haven & London...100	788,538	F. & A.	Jan. '69 4	Worcester and Nashua...75	1,547,650	J. & J.	Jan. '69 34
Cleveland and Pittsburgh...60	6,424,091	J. A. J. & O.	Apr. '69 2	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '69 3		1,547,650		
Cleveland and Toledo...60	6,000,000	J. & J.	Jan. '69 4	New Jersey...100	6,000,000	F. & A.	Feb. '69 5		1,547,650		
Col. Chi. & Indiana Cen...100	11,420,000			New London Northern...100	895,000	M. & S.	Sep. '69 3		1,547,650		
Columbus and Xenia...100	1,786,200	J. & J.	Jan. '69 4	New York Central...100	23,537,000	F. & A.	Feb. '69 4		1,547,650		
Concord...100	1,500,000	M. & N.	May '69 5	Do. Int. certificate...100	22,822,600				1,547,650		
Concord & Portsmouth...100	850,000	J. & D.	Dec. '68 34	New York and Harlem...50	5,250,000	J. & J.	Jan. '69 4		1,547,650		
Coney Island & Brooklyn...100	600,000			Do. prof...50	1,500,000	J. & J.	Jan. '69 4		1,547,650		
Conn. & Passump. Rivers...100	139,000			New York & New Haven...100	6,000,000	J. & J.	Jan. '69 4		1,547,650		
Do. do. prof...100	1,822,100	J. & J.	Jan. '69 3	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jan. '69 5		1,547,650		
Connecticut River...100	1,700,000	J. & J.	Jan. '69 5	Nieg. Bridge & Canada...100	1,000,000	J. & J.	Jan. '69 3		1,547,650		
Cumberland Valley...60	1,316,900	A. & O.	Oct. '68 4	Ninth Avenue...100	797,400				1,547,650		
Danbury and Norwalk...100	400,000			North Carolina...100	4,000,000				1,547,650		
Dayton and Michigan...100	2,392,381	J. & J.	Jan. '69 3	Northern Central...60	4,648,900	F. M. A. N.	Feb. '69 2		1,547,650		
Delaware...50	694,250	J. & J.	Jan. '69 3	North Eastern (S. C.) prof...100	155,000				1,547,650		
Del. Lackaw. & Western...60	13,388,020	J. & J.	Jan. '69 5	Northern of N. Hampsh...100	5,064,400	J. & D.	Dec. '68 4		1,547,650		
Des Moines Valley...100	1,820,200			North Pennsylvania...100	3,150,150	J. & J.	Jan. '69 5		1,547,650		
Detroit & Milwaukee...100	1,047,350			Norwich & Worcester...100	2,383,500	J. & J.	Jan. '69 3		1,547,650		
Do. prof...100	1,500,000			Ogdensb. & L. Champl'n...100	3,024,000	J. & J.	Jan. '69 3		1,547,650		
D. Dock, E. B'dw. & Bat...100	1,200,000			Ohio and Mississippi...100	1,991,900	A. & O.	Apr. '69 4		1,547,650		
Dubuque and Sioux City...100	1,673,641	Annual.	Jan. '69 4	Do. prof...100	20,000,000				1,547,650		
Do. do. prof...100	1,987,351	J. & J.	Jan. '69 34	Oil Creek & Allegheny R...60	4,259,000	J. A. J. & O.	Apr. '69 24		1,547,650		
Eastern (Mass.)...100	8,883,300	J. & J.	Jan. '69 4	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '69 3		1,547,650		
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69 4	Orange and Newark...100	281,550				1,547,650		
East Pennsylvania...100	664,900			Oswego and Syracuse...100	452,400	F. & A.	Feb. '69 4		1,547,650		
East Tenn. and Georgia...100	2,369,730			Pacific of Missouri...100	3,614,515	J. A. J. & O.	Apr. '69 6		1,547,650		
East Tenn. and Virginia...100	687,800			Panama...100	7,000,000	J. A. J. & O.	Apr. '69 6		1,547,650		
Elgin Avenue (N. Y.)...100	1,000,000	J. & J.	Jan. '69 4	Paterson and Ramapo...100	248,500	J. & J.	Jan. '69 34		1,547,650		
Elm. Jeffers. & Canand...100	500,000	F. & A.	Feb. '69 24	Paterson and Hudson River...100							



RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1896.....	475,641	433,270	386,991	412,521	464,507	493,243	466,898	568,569	533,150	599,070	474,056	388,573	5,696,119
1897.....	377,862	380,190	489,555	407,018	465,102	383,896	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1898.....	401,467	393,261	408,847	388,654	355,255	339,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1896.....	109,850	101,355	104,373	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1897.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1898.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1896.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	347,269	322,638	360,223	323,030	271,247	3,696,153
1897.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	360,102	330,169	3,892,861
1898.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,613
1899.....	339,762	304,828	393,643	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1896.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1897.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1898.....	306,554	246,381	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,614
1896.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1897.....	696,147	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1898.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1899.....	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1896.....	273,876	317,839	390,355	421,363	466,830	505,145	480,710	519,306	660,605	729,759	716,378	563,400	6,114,566
1897.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1898.....	523,566	399,917	523,745	537,510	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1896.....	696,147	574,694	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1897.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,185,334	1,007,392	13,443,765
1899.....	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1896.....	1,186,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1897.....	906,759	917,689	1,139,523	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1898.....	1,031,320	901,762	1,136,994	1,263,742	1,103,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1896.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1897.....	299,944	271,085	275,643	289,224	334,687	407,992	433,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1898.....	327,900	416,688	490,762	423,797	406,373	510,100	423,578	640,179	799,236	601,391	667,141	603,402	6,329,447
1896.....	571,536	528,972	616,668	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1897.....	603,065	505,266	605,465	611,605	569,250	567,679	480,626	578,258	571,348	661,971	558,219	504,066	6,546,741
1898.....	647,130	524,871	417,071	440,271	477,027	616,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1899.....	687,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,690
1899.....	681,656	558,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1896.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1897.....	94,136	78,976	92,910	92,768	90,526	96,585	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1898.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1899.....	93,517	91,666	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1896.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1897.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1898.....	363,996	366,361	413,974	365,180	351,489	387,095	361,613	418,575	486,808	524,760	496,072	351,799	4,826,727
1896.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,528
1897.....	306,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,634	4,603,808
1898.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1899.....	378,781	363,851	453,481	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1896.....	230,159	159,658	151,902	175,606	186,059	174,002	172,189	216,624	296,956	322,360	307,474	258,634	2,650,702
1897.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,188	3,168,065
1898.....	252,435	348,802	338,276	271,553	266,780	263,244	346,781	408,445	410,802	405,510	376,470	370,946	3,790,946
1896.....	306,324	279,137	344,228	337,241	401,456	365,603	329,105	413,501	476,661	400,694	447,670	328,870	4,520,550
1897.....	232,439	265,796	337,158	347,737	365,196	335,083	324,968	359,646	429,161	493,640	414,604	368,669	4,260,115
1898.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1899.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1899.....	384,120	320,636	386,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1896.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1897.....	368,487	360,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,502
1899.....	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1896.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,889	1,486,356	1,117,558	14,575,125
1897.....	1,086,360	995,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1898.....	901,571	845,853	1,075,773	1,227,286	1,093,731	984,636	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1896.....	210,329	200,465	309,261	260,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1897.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,346	372,618	412,553	284,319	3,793,005
1898.....	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1896.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1897.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	223,861	2,964,041
1899.....	180,366	216,050	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1896.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,094	463,873	466,557	454,826	4,088,837
1897.....	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1898.....	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635</				

## NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
National Securities, April 1, 1869.					Massachusetts—Western R. R. Loan, sterling				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of June 14, 1858.....registered	5	Jan. & July.	1874	100	—Troy and Greenfield Loan, stg.	5	April & Oct.	'69-'88	100
.....coupon	5	"	"	"	.....dollar	5	"	"	"
Loan of June 22, 1860.....registered	5	"	"	"	.....Eastern R. R. Loan.....	5	Jan. & July.	'69-'71	100
.....coupon	5	"	"	"	.....Nor. & Wore. R. R. Loan.....	5	"	"	"
Loans of Feb. 3, July 1, Aug. 3, '61 registered	5	"	"	"	.....B. H. & Erie R. R. Loan, stg.	5	"	"	"
and March 3, 1863.....coupon	5	"	"	"	.....State Scrip (var.).....	5	Various.	"	"
Oregon War Bonds of March 2, 1861.....	5	"	"	"	.....	5	"	"	"
.....	5	July.	1881	100	.....	5	"	"	"
Loan of Feb. 25, 1862 (5-20s).....registered	5	May & Nov.	1882	112	.....	5	April & Oct.	1873	100
.....coupon	5	"	"	"	.....	5	Various.	1874	100
Loan of March 3, 1864 (5-20s).....registered	5	"	"	"	.....	5	June & Dec.	'70-'72	100
.....coupon	5	"	"	"	.....	5	"	"	"
Loan of June 30, 1864 (5-20s).....registered	5	"	"	"	.....	5	Jan. & July.	1871	100
.....coupon	5	"	"	"	.....	5	"	"	"
Loan of March 3, 1865 (5-20s).....registered	5	"	"	"	.....	5	"	"	"
.....coupon	5	"	"	"	.....	5	"	"	"
.....2d series (5-20s).....registered	5	Jan. & July.	1886	114	.....	5	"	"	"
.....coupon	5	"	"	"	.....	5	"	"	"
.....3d series (5-20s).....registered	5	"	"	"	.....	5	"	"	"
.....coupon	5	"	"	"	.....	5	"	"	"
.....4th series (5-20s).....registered	5	"	"	"	.....	5	"	"	"
.....coupon	5	"	"	"	.....	5	"	"	"
Loan of March 3, 1864, (10-40s).....registered	5	Mar. & Sept.	1904	106	.....	5	"	"	"
.....coupon	5	"	"	"	.....	5	"	"	"
Union Pacific R. R. Bonds.....(currency)	5	Jan. & July.	'95-'99	104	.....	5	"	"	"
Certificates of Mar. 2, 1867, and July 2, 1868.	5	"	"	"	.....	5	"	"	"
Navy Pension Fund of July 23, 1868.....	5	"	"	"	.....	5	"	"	"
Loans of 1842, 1847 and 1848.....	5	"	"	"	.....	5	"	"	"
Texas Indemnity Bonds of Sept. 9, 1850.....	5	"	"	"	.....	5	"	"	"
Treasury Notes prior to 1857.....	5	"	"	"	.....	5	"	"	"
Treasury Notes of 1857, '60, '61 and '63.....	5	"	"	"	.....	5	"	"	"
Treasury Notes (7-30s).....	5	"	"	"	.....	5	"	"	"
Certificates of Indebtedness.....	5	"	"	"	.....	5	"	"	"
Compound Interest Notes of 1863 and 1864.....	5	"	"	"	.....	5	"	"	"
Temporary Loan of June 30, 1864.....	5	"	"	"	.....	5	"	"	"
U. S. Notes (greenbacks).....	5	"	"	"	.....	5	"	"	"
Fractional Currency.....	5	"	"	"	.....	5	"	"	"
State Securities, latest dates.					.....	5	"	"	"
Alabama—State Bonds.....	5	May & Nov.	1872	100	.....	5	"	"	"
.....(extended).....	5	"	"	"	.....	5	"	"	"
.....(sterling).....	5	"	"	"	.....	5	"	"	"
.....(new).....	5	"	"	"	.....	5	"	"	"
Arkansas—State Bonds (Real Estate Bank).....	5	Jan. & July.	'70-'86	100	.....	5	"	"	"
.....(State Bank).....	5	"	"	"	.....	5	"	"	"
California—Civil Bonds of 1867.....	5	"	"	"	.....	5	"	"	"
.....1860.....	5	"	"	"	.....	5	"	"	"
.....Soldiers' Relief Bonds.....	5	"	"	"	.....	5	"	"	"
.....Bounty Bonds.....	5	"	"	"	.....	5	"	"	"
Connecticut—War Bonds, My '61, (10 or 20yr).....	5	Jan. & July.	'71-'81	100	.....	5	"	"	"
.....Oct. '61, (10 or 20yr).....	5	"	"	"	.....	5	"	"	"
.....Nov., 1863.....	5	"	"	"	.....	5	"	"	"
.....My '64, (10 or 20yr).....	5	"	"	"	.....	5	"	"	"
.....May 1, 1865, (free).....	5	"	"	"	.....	5	"	"	"
.....(various) registered.....	5	"	"	"	.....	5	"	"	"
Florida—State Bonds.....	5	Various.	Var.	100	.....	5	"	"	"
Georgia—State Bonds (W. & A. R. R.).....	5	Jan. & July.	1870	95	.....	5	"	"	"
.....(Act March 12, 1866).....	5	"	"	"	.....	5	"	"	"
.....(W. & A. R. R.).....	5	"	"	"	.....	5	"	"	"
.....(Atl. and Gulf R. R.).....	5	"	"	"	.....	5	"	"	"
.....(sterling).....	5	"	"	"	.....	5	"	"	"
Illinois—New Internal Improvement Stock.....	5	Mar. & Sept.	1869	100	.....	5	"	"	"
.....Interest Bonds.....	5	"	"	"	.....	5	"	"	"
.....Liquidation Bonds.....	5	"	"	"	.....	5	"	"	"
.....Refunded Stock.....	5	"	"	"	.....	5	"	"	"
.....Thornton Loan Bonds.....	5	"	"	"	.....	5	"	"	"
.....War Loan Bonds.....	5	"	"	"	.....	5	"	"	"
.....Ill. and Mich. Canal.....(sterling)	5	"	"	"	.....	5	"	"	"
.....registered.....	5	"	"	"	.....	5	"	"	"
Indiana—State Stock.....	5	"	"	"	.....	5	"	"	"
.....War Loan Bonds.....	5	"	"	"	.....	5	"	"	"
Iowa—State Bonds of 1858.....	5	"	"	"	.....	5	"	"	"
.....War and Defense Bonds of 1861.....	5	"	"	"	.....	5	"	"	"
Kansas—War Bonds, 1861-'67.....	5	"	"	"	.....	5	"	"	"
.....Territorial Debt Bonds.....	5	"	"	"	.....	5	"	"	"
Kentucky—State Bonds.....	5	"	"	"	.....	5	"	"	"
.....Military Bonds.....	5	"	"	"	.....	5	"	"	"
Louisiana—State Bonds (Schools, &c.).....	5	"	"	"	.....	5	"	"	"
.....(Railroads).....	5	"	"	"	.....	5	"	"	"
.....(Charity Hospital).....	5	"	"	"	.....	5	"	"	"
.....(Levees).....	5	"	"	"	.....	5	"	"	"
.....(1867).....	5	"	"	"	.....	5	"	"	"
.....(1868).....	5	"	"	"	.....	5	"	"	"
.....(Funding).....	5	"	"	"	.....	5	"	"	"
Maine—Civil Loans.....	5	"	"	"	.....	5	"	"	"
.....War Loan of 1861.....	5	"	"	"	.....	5	"	"	"
.....1863.....	5	"	"	"	.....	5	"	"	"
.....1864.....	5	"	"	"	.....	5	"	"	"
.....Bounty Loan of 1863.....	5	"	"	"	.....	5	"	"	"
Maryland—Sterling Bonds of 1838.....	5	"	"	"	.....	5	"	"	"
.....converted.....	5	"	"	"	.....	5	"	"	"
.....Currency Bonds of 1837.....	5	"	"	"	.....	5	"	"	"
.....1827.....	5	"	"	"	.....	5	"	"	"
.....1834-'35.....	5	"	"	"	.....	5	"	"	"
.....1838-'39.....	5	"	"	"	.....	5	"	"	"
.....1838-'39.....	5	"	"	"	.....	5	"	"	"
.....Defense Loan of 1864-'68.....	5	"	"	"	.....	5	"	"	"
.....South Relief Loan of 1867.....	5	"	"	"	.....	5	"	"	"



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AMERICAN RAILROAD BOND LIST.

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An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	88
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	" " "	" " "	1887	....	Cape May and Millville:						
2d Mortgage.....	300,000	7	April & Oct.	" " "	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	" " "	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	" " "	1895	....	1st Mort. (C. F. to Waver. 14 m.)	204,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	" " "	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" " "	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	—	7	— & —	New York.	1916	92
1st Mortgage (Extension).....	4,000,000	7.3	" " "	" " "	1896	....	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" " "	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	96
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	99 1/2
1st Mortgage (Pennsylvania).....	2,151,500	7*	" " "	" " "	1877	....	2d Mortgage.....	600,000	7	May & Nov.	" " "	1875	102
1st Mortgage (Ohio).....	3,740,000	7*	" " "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	82 1/2
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	" " "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	" " "	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (New York).....	761,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	" " "	" " "	1885	111 1/2
2d Mortgage (Pennsylvania).....	757,500	7*	" " "	London.	1882	....	Convertible bonds.....	1,500,000	7*	" " "	" " "	1883	109
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	" " "	1883	....	National Loan.....	15,000,000	6	" " "	" " "	1896	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	" " "	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	46
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" " "	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	" " "	" " "	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.)...	500,000	7	" " "	" " "	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	—	7	Jan. & July.	" " "	1897	84	2d Mortgage.....	75,000	7	— & —	" " "	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (sfg fund).....	1,500,000	6	Various.	B. & N. Y.	1868—70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	75—80	92 1/2
2d Mortgage.....	1,498,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1873	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	102
Loan of 1855.....	894,250	6	Jan. & July.	" " "	1875	91 1/2	1st Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	99 1/2
Loan of 1860.....	602,000	6	" " "	" " "	1880	91 1/2	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" " "	1883	91
Loan of 1863.....	1,744,500	6	April & Oct.	" " "	1885	90 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" " "	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 2d Mort.	493,000	6	" " "	" " "	1873	....	Trust Mortgage, convertible.....	150,000	8	" " "	" " "	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" " "	" " "	1885	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	1,225,000	7	Jan. & July.	New York.	70—90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	" " "	" " "	1870	....	1st Mortgage (convertible).....	5,600,000	7	April & Oct.	" " "	1895	86
Belleville and Snow Shoe:							Chicago, Iowa and Nebraska:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
Belvidere Delaware:							Chicago and Milwaukee (45 m'ls):						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	89
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82	2d Mortgage ( " ).....	37,900	7	Feb. & Aug.	" " "	1870	....
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" " "	1877	80	Chicago and Northwestern:						
Blue Ridge, S. Car.:							Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	95
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Funded Coupons.....	755,000	7	May & Nov.	" " "	1883	92
Boston, Clinton and Fitchburg:							General 1st Mortgage.....	3,695,500	7	Feb. & Aug.	" " "	1885	91
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....	1st Mortgage, Appleton Ext.....	184,000	7	" " "	" " "	1885	88 1/2
1st Mortgage (B. C. and F. R.R.)	300,000	6	" " "	Boston.	1886	....	1st Mortgage, Green Bay Ext.....	300,000	7	" " "	" " "	1885	....
Boston, Concord and Montreal:							Equipment Bonds.....	133,000	7	April & Oct.	" " "	1874	....
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94 1/2	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" " "	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	....	Elgin and State L. purchase b'ds	189,000	6	" " "	" " "	1878	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	" " "	New York.	1870	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" " "	1915	97
Sinking Fund Mortgage.....	500,000	6	" " "	Boston.	1889	90	Equipment Bonds.....	1,925,000	10	May & Nov.	" " "	1883	101
Boston, Hartford and Erie:							1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" " "	1882	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	83	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" " "	1875	....
1st Mortgage (new).....	3,900,000	7	Jan. & July.	" " "	1899	60	1st Mortgage (Peninsula R.R.)..	1,075,000	7	March & Sept.	" " "	1893	....
Boston and Lowell:							1st Mort. (Chi. & Mil. R.W. 85 m.)	1,098,000	7	Jan. & July.	" " "	1894	....
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Beloit & Mad. R.)	372,000	7	" " "	" " "	1883	....
Company bonds (no mortgage).....	200,000	6	April & Oct.	" " "	1879	98 1/2	Chicago, Rock Island and Pacific:						
Company bonds (no mortgage).....	304,600	6	" " "	" " "	1887	....	1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	99
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68—77	....	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	" " "	" " "	1895	96 1/2
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L.(C.C. & I.C.R.R.):						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	—	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	—	7	May & Nov.	" " "	1886	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" " "	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" " "	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	" " "	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" " "	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast).	300,000	7	" " "	" " "	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	75
Buffalo, New York and Erie:							Cincinnati and Indianapolis June:						
1st Mortgage.....	2,000,000	7	June & Dec.										

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage.....	1,000,000	7	" "	" "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	89
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	89
1st Mort. (June R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	" "	1888	85
1st Mort. (June R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	188,400	7	Jan. & July.	" "	1891	
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886		Starling Loan £800,000.....	4,844,400	7*	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	270,300	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1908	84½	1st Mortgage of 1862.....	350,000	7	Jan. & July.	New York.	1860	
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	84½	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	
2d Mortgage.....	816,000	7	" "	" "	18—		Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—		1st Mortgage.....	200,000	7	" & —	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	" & —	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$500,000.....	573,800	6	June & Dec.	Boston.	1876	88½	1st Mortgage.....	815,000	7	" & —	New York.	18—	
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,019,000	7	Feb. & Aug.	New York.	1882	98
Connecting:							2d Mortgage.....	1,039,000	7	May & Nov.	" "	1875	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov., 1852.....	297,000	6	Jan. & July.	New York.	1869		1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Feb., 1854.....	89,000	6	Feb. & Aug.	" "	1869		Grand Trunk (C.A.):						
Bonds of July, 1867.....	98,000	6	" "	" "	1877		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891		3d Preference Stock.....	8,414,094	4*	" "	" "	18—	
Cumberland Valley:							4th Preference Stock.....	25,592,860	4*	" "	" "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
2d Mortgage.....	100,500	8	" "	" "	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—		Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,685.....	2,782,387	5*	" & —	Ottawa.	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80		Mortgage Bonds £55,200.....	2,983,720	6*	" & —	London.	75-76	
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5*	" & —	" "	77-78	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Stock Debentures £46,700.....	226,500	5*	" & —	" "	irred.	
2d Mortgage.....	2,589,000	7	" "	" "	1881		Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	" "	" "	1883	81
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	81
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	79 aft		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	67
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	" "	1882		State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	84
Delaware:							State Loan of 1855.....	1,600,000	6	" "	" "	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1883	104
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	122
State Loan.....	170,000	6	" "	" "	1876		Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	
Delaware, Lackawanna & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1876	98	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	91	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
Des Moines Valley:							Hartford, Providence and Fitchburg:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	
Income Bonds.....	402,000	7	Jan. & July.	" "	1884		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1874	
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
2d Mortgage.....	1,000,000	8	" "	" "	1884		Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		2d Mortgage.....	98,000	7	" "	" "	1885	
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886		Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.	432,000	6	Apr. & Oct.	New York.	67-70	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Land Mort. S. F. (\$20,000 p. m.)	1,360,000	7	Jan. & July.	" "	1860	
Detroit and Pontiac (Det. & Mil.)							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1880		1st Mortgage.....	1,954,000	7	" "	" "	1869	100
Dubuque and Sioux City:							1st Mortgage.....	1,934,000	7	" "	" "	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	105
1st Mortgage (construction).....	600,000	7	" "	" "	1884		3d Mortgage.....	185,000	7	May & Nov.	" "	1875	108
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,900	7	April & Oct.	Philadelphia.	1870	71
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1878	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	722,245	7	April & Oct.	" "	1896	
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	2,955,000	7	April & Oct.	New York.	1875	111
Eastern:							Construction.....	437,500	6	" "	" "	1875	
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	768-72		Redemption.....	2,500,500	6	" "	" "	1890	
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872		Redemption, sterling.....	2,424,500	6*	" "	London.	1875	
3d Mortgage, convertible.....	738,000	6	Feb. & Aug.	Boston.	1874	95½	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876		300,000	7	Feb. & Aug.	New York.	1882		
Bonds.....	160,000	6	April & Oct.	" "	1885	93½	Indianapolis, Cin. and Lafayette:						
East Pennsylvania:							1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1868	
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888		Indianapolis and Madison:						
East Tennessee and Georgia:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (old).....	1,067,000	6	Jan. & July.	New York.	1882		Jeffersonville (J. M. & I.):						
Tennessee Loan (1866).....	449,830	6	" "	" "	1898		1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	
Mortgage (old).....	643,000	6	" "	" "	1880		2d Mortgage.....		7	April & Oct.	" "	1873	
Mortgage (new).....	124,900	7	" "	" "	1880		Jeffersonville, Madison & Indian:						
East Tennessee and Virginia:							1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1896	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1883		Louisville Loan (endorsement).....	15					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.						When.	Where.		
100	Kentucky Central:							Mississippi and Tennessee:						
94	1st Mort. (Covington & Lexington).....	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$900,000	7	April & Oct.	New York.	1876	....
89	2d Mortgage (do.).....	844,000	7	— & —	"	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	"	1870	....
80	3d Mortgage (do.).....	236,000	7	— & —	"	1885	....	Tennessee State Loan.....	317,800	6	"	"	1892	....
80	Keokuk and St. Paul:							Mobile and Girard:						
	1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
	Income.....	100,000	7	"	"	1887	....	Mobile and Ohio:						
	Knoxville and Charleston:							1st Mortgage, Sterling.....	4,693,000	6*	May & Nov.	London.	1882	....
	Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	1,669,800	6	Jan. & July.	New York.	1891	52
	Knoxville and Kentucky:							Tennessee Loans.....	388,900	6	Jan. & July.	Mobile.	1867	19
	Tenn. State Loan (old).....	1,310,000	6	"	"	1890	....	Income of '61, '62, '65 and '67...	556,421	8	May & Nov.	New York.	1876	....
	Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Liquidation (10 year) bonds.....	697,900	8	"	Mobile.	1882	38
	Lackawanna and Bloomsburg:							Interest bonds.....	129,000	8	"	"	"	....
	1st Mortgage.....	7	Jan. & July.	New York.	1875	....	Montgomery and Eufala:							
	1st Mortgage (Extension).....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....	
	2d Mortgage.....	7	April & Oct.	"	1880	....	Montgomery and West Point:							
	2d Mortgage (Extension).....	7	May & Nov.	"	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....	
	Lake Erie and Louisville:							Income Bonds.....	306,900	8	"	"	1876	....
	1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,500	8	"	"	1881	82
	Lehigh and Lackawanna:							Morris and Essex:						
	1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	100
	Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	91
	1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Nashville and Chattanooga:						
	Lehigh Valley:							1st Mortgage, endorsed by Tenn..	1,569,000	6	Jan. & July.	New York.	18—	....
	1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan.....	150,000	6	"	"	18—	....
	New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	"	1898	94	Tenn. Coupons Funded.....	426,270	6	"	"	18—	....
	Little Miami:							Nashville and Decatur:						
	1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'82-'83	....
	Cincinnati Loan.....	100,000	6	"	Cincinnati.	1890	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
	Little Schuylkill:							Nashville and Northwestern:						
	1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	99	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'82-'84	....
	Long Island:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	95	Naugatuck:						
	Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage, Convertible.....	240,000	7	Jan. & July.	Bridgeport.	1876	....
	Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	Newark and New York:						
	Louisville, Cincln. and Lexington:							1st Mortgage.....	600,000	—	— & —	New York.	18—	....
	1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	....	New Bedford and Taunton:						
	Louisville and Frankfort:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
	1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
	Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage, Sterling \$230,000..	1,100,000	6*	May & Nov.	London.	1867	....
	Louisville and Nashville:							Newcastle and Beaver Valley:						
	1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
	1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	'70-'75	....	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	"	1877	....
	1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	"	"	....	New Haven and Northampton:						
	1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	"	'80-'85	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1890	....
	Louisville Loan, Main Stem.....	849,000	7	April & Oct.	"	'86-'87	....	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
	Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	New Jersey:						
	Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'73-'87	93
	Consolid. 1st mort. for \$8,000,000	7	"	"	"	1898	....	New London Northern:						
	Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jan. & July.	New London.	1876	....
	1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
	Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
	1st Mort. endorsed by Georgia..	160,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$5,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
	McMinnville and Manchester:							2d Mortgage for \$3,000,000.....	1,019,000	8	"	"	1890	70
	Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	....	....	N. Orleans, Opelousas & Gt. Wtn:						
	Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)..	1,903,000	8	April & Oct.	New York.	1889	45
	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	....
	Maine Central:							New York Central:						
	\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	92
	\$400,000 Loan.....	315,200	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100
	Bangor City Loan.....	660,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1883	....
	2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	594,000	6	"	"	1883	....
	Marietta and Cincinnati:							Bonds for real estate.....	165,000	6	"	"	1883	87
	1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87	Bonds and mortgages.....	176,865	7	various.	"	var.	....
	1st Mortgage, Sterling.....	1,000,000	7*	"	London.	1892	....	Convertible bonds.....	453,000	7	Feb. & Aug.	"	1874	120
	2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	73	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	90
	Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
	Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
	Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
	1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	85	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	103
	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1863	....
	Memphis, Clarksville & Louisv.:							New York and New Haven:						
	Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	94
	Memphis and Little Rock:							New York, Providence & Boston:						
	Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	....
	Mortgage (road and land).....	600,000	8	May & Nov.	"	1890	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1881	....
	Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
	1st Mortgage, sterling.....	467,459	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
	1st Mortgage, sterling, convertible	600,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72
	1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	113	2d Mortgage.....	328,600	8	"	"	'65-'70	66
	1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....	2d Mortgage for \$500,000.....	6,000	8	"	Norfolk.	1869	....
	Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	119	North Eastern:						
	Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
	1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	98	2d Mortgage for \$500,000.....	145,000	7	Jan. & July.	"	1869	....
	2d Mortgage.....	2,693,000	7	"	"	1877	93	Interest Certificates.....	223,086	7	"	"	1875	....
	Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	"	1868	....	North Missouri:						
	Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	91</							

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$900,000.....	.....	8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101 1/2	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000	.....	7	Jan. & July.	"	1898	84 1/2	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86 1/2	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101 1/2	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	573,500	8	May & Nov.	Richmond.	1875	80	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	8	March & Sept.	Alexandria.	1880	82 1/2	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	73 1/2
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	74	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '68 & '59	249,962	7	"	"	'92-'93	....	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O....	500,000	7	May & Nov.	New York.	1816	....	Richmond and Port Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific of Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97 1/2	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensb.:						
Peninsula (O. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
1st Mort. " " " " " "	4,972,000	6	Jan. & July.	Philadelphia.	1880	99 1/2	1st Mort. (Potadam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. " " " " " "	2,597,000	6	April & Oct.	"	1875	94 1/2	Rutland and Burlington:						
2d M. stg. " " " " " "	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	145 1/2
General Mortgage.....	59,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures...	3,400,000	6	"	Philadelphia.	18—	....	Sacramento Valley:						
Pennsylvania and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	98 1/2
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	82 1/2
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	64,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	80
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain.						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	83
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	97 1/2	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	97 1/2
1st Mortgage (General).....	5,000,000	6	"	"	1881	80 1/2	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	79 1/2	St. Paul and Chicago:						
3d Mortgage for \$5,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	401,800	6	April & Oct.	Philadelphia.	1870	96 1/2	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., stg. for £750,000.	.....	7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49.	2,497,800	6	"	"	1880	90	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94 1/2	Salem:						
Bonds of 1836, Sterling.....	182,400	6*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv.....	238,000	7*	"	"	'72-'77	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	April & Oct.	Philadelphia.	1893	103 1/2	1st Mortgage.....	226,900	6	"	Boston.	1876	96 1/2
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	96	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912								



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, guar. for \$500,000.	1,000,000	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85		1st Mort. Land Grant, etc. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,081	262,366	5*	"	Charleston.	'71-'85		West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74		1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	595,500	7	"	"	'68-'72		2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91		West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887		Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75		Dollar Bonds	936,500	6	"	Boston.	1875	98
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'88		Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72		1st Mortgage, endorsed by Balt.	400,000	6	Jan. & July.	Baltimore.	1890	70
5th Mortgage	119,000	8	"	"	'63-'69		2d Mort. for \$300,000, end. by B.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887		Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
1st Mortgage	437,000	8	various.	Macon.	'75-'88		Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		Wills Valley:						
Southern Minnesota:							1st M. for \$1,000,000 end. by Ala.		7	— & —	—	18—	....
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		Wilm., Charlotte & Rutherford:						
Springfield and Columbus:							N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		1st Mortgage guar. by State		8	"	"	1897	75
Staten Island:							Wilmington and Manchester:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		1st Mortgage	596,900	7	June & Dec.	New York.	1896	....
Steubenville and Indiana:							2d Mortgage	200,000	7	May & Nov.	"	1873	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Sullivan:							Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Consol. Mortgage for \$2,000,000		7	May & Nov.	New York.	'92-'02	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Wilmington and Weldon:						
Syracuse, Binghamton and N. Y.:							1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876		2d Mortgage, Sterling	197,777	7*	"	"	1886	....
Tallahassee:							Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
1st Mortgage	206,000	7	Jan. & July.	New York.	18—		Winchester and Alabama:						
Tloga:							Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96	Winchester and Potomac:						
Toledo, Logansport & Burlington:							Stg. State Loan	85,333	6	August.	Richmond.	....	....
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Toledo, Peoria and Warsaw:							Winona and St. Peter:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86	1st Mortgage (C. & N. W.)		7	Jan. & July.	New York.	18—	....
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	82	Wrightsville, York & Gettysburg:						
Toledo, Wabash and Western:							1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st Mort. (To. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	York and Cumberland (N. Cent.):						
1st M. (L.L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (To. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	87	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871		3d Mortgage	500,000	6	"	"	1877	....
Equipm't Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	79	CANAL BONDS.						
S. F. B. (To. W. & W. 499 m.)	289,000	7	April & Oct.	"	1871		Chesapeake and Delaware:						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	82	1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Troy and Boston:							Chesapeake and Ohio:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
2d Mortgage	300,000	7	April & Oct.	"	1885		Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
3d Mortgage	650,000	7	May & Nov.	"	1875		Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882		Delaware Division:						
Troy Union:							1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873		Delaware and Hudson:						
2d Mortgage, guaranteed	180,000	6	"	"	1877		1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
Union and Logansport:							1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905		Delaware and Raritan (See Camden and Amboy R. R.)						
Union Pacific:							Erie of Pennsylvania:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	87	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8		Interest Bonds	161,960	7	"	"	18—	....
Union Pacific—Central Branch:							Illinois and Michigan:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895		Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895		Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895		Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895		Lehigh Coal and Navigation:						
Vermont Central:							1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage	350,000	7	June & Dec.	Philadelphia.	1896	77	2d Loan	5,606,122	6	"	"	1884	83
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37	3d Loan	2,000,000	6	"	"	1897	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	101	Gold Loan	5,000,000	6*	June & Dec.	"	1897	94
Vermont and Massachusetts:							Convertible Loan	1,201,850	6	"	"	1877	76
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91	Monongahela Navigation:						
Vermont Valley:							1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
1st Mortgage	386,000	7	April & Oct.	New York.	1890		2d Mortgage	57,000	6	"	"	18—	....
2d Mortgage	114,000	6	"	Boston.	1890		Morris (and Banking):						
3d Mortgage	293,200	7	"	New York.	1889		1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	84
Vicksburg and Meridian:							2d Mortgage	302,750	6	"	"	1876	....
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890		Boat Loan	232,087	6	"	"	1885	77
" " 2d class	850,000	7	or	"	1890		North Branch:						
" " 3d class	154,000	7	April & Oct.	"	1890		1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
" " 4th class	1,263,000	7	"	"	1890		Schuylkill Navigation:						
Funded Coupons	420,000	7	"	"	....		1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Special Loan	200,000	8	"	"	....		2d Mortgage	3,980,670	6	Jan. & July.	"	1882	64
Virginia Central:							Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
State Loan	210,000	6	Jan. & July.	New York.	1891		Susquehanna and Tide Water:						
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880		Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage	206,500	6	"	"	1872		Coupon Bonds	1,250,000	6	"	Baltimore.	1878	55
3d Mortgage	983,000	6	"	"	1884		Preferred Interest Bonds	325,000	6	"	"	1894	....
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78		Union (Pa.):						
Virginia and Tennessee:							1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
1st Mortgage	494,000	6	Jan. & July.	New York.	1873		West Branch and Susquehanna:						
2d Mortgage	23,500	6	"	"	1879	64	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66	Wyoming Valley:						
Income Bonds	135,500	6	"	"	1886		1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72	MISCELLANEOUS BONDS.						
Warren:							American Dock & Improvement:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875		Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94
Warren and Franklin:							Western Union Telegraph:						
1st Mortgage	1,597,000	7	— & —	Philadelphia.	18—	85	1st Mortgage, convertible	4,587,000	7	May & Nov.	New York.	1875	85
Warwick Valley:							Bonds of American Tel. Co.	66,500	7*	Jan. & July.	"	1873	....
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.																								
Year ending.	Railroad			Rolling Stock			Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Value of Shares.		
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Pass.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Pur.	Market.	
Sept. 30, 1897	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Oct. 31, 1897	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Nov. 30, 1897	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1897	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jan. 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Feb. 28, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Mar. 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Apr. 30, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jun. 30, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jul. 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Aug. 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Oct. 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Nov. 30, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jan. 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Feb. 28, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Mar. 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Apr. 30, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jun. 30, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jul. 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Aug. 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Oct. 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Nov. 30, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jan. 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Feb. 28, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Mar. 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Apr. 30, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jun. 30, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jul. 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Aug. 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Oct. 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Nov. 30, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jan. 31, 1901	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Feb. 28, 1901	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Mar. 31, 1901	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Apr. 30, 1901	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1901	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jun. 30, 1901	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jul. 31, 1901	100	100	100	100	100	100	100	100	100	100														



Dec. 31, 1897	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261	3262	3263	3264	3265	3266	3267	3268	3269	3270</
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**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

*An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."*

Abstract of General Balance Sheet.											
Property and Assets.				Liabilities.			Operations.				
Rolling Stock.				Accounts and Cash.			Railroad Operated.				
Railroad.				Stocks.			Trains Moved.				
Freight.				Bonds.			Carried one mile.				
Pass.				Accounts.			Passenger.				
Engines.				Surplus Income.			Freight.				
Railroad in progress.				Dividends.			Net.				
2d Track and Sidings.				Earnings.			Gross.				
Branch Line.				Value of Shares.			Par.				
Main Line.				Market.			P.C.				
Year ending.				Value of Shares.			Market.				
Oct. 31, 1897	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1897	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1897	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Sep. 30, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Oct. 31, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1898	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Sep. 30, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Oct. 31, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1899	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Sep. 30, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Oct. 31, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1900	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Sep. 30, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Oct. 31, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1901	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Sep. 30, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Oct. 31, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1902	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Sep. 30, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Oct. 31, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Nov. 30, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Dec. 31, 1903	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jan. 1, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Feb. 28, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Mar. 31, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Apr. 30, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
May 31, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jun. 30, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Jul. 31, 1904	80.0	31,275	3,231,358	3,231,358	2,775,296	68,880	80.0	508,071	700,808	225,446	100
Aug. 31, 1904	8										



[illegible]

**An asterisk (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

CANALB, & Co

Date	Company	Capital Paid	Surplus	Total Assets	Liabilities	Net Worth
May 21, 1867	Cheapeake & Delaware Canal Del. & Md.	\$3,864,976				
Dec. 31, 1867	Cheapeake and Ohio Canal... Md. & Va.	10,506,309				
Oct. 31, 1867	Dela ware Division Canal... Pennsylvania	2,433,350				
Oct. 31, 1867	Dela ware & Hudson Canal Penn. & N.Y.	6,920,198				
Dec. 31, 1867	Erie Canal... New Jersey	4,381,251				
Oct. 31, 1867	Erie Canal... Pennsylvania	1,364,985				
Dec. 31, 1867	Lehigh Navigation... Pennsylvania	4,465,000				
Feb. 29, 1868	Morris Canal... New Jersey	3,862,221				
Oct. 31, 1867	Pennsylvania Canal... Pennsylvania	2,761,765				
Oct. 31, 1867	Schuylkill Navigation... Pennsylvania	10,563,333				
Oct. 31, 1867	Suey, and Tide Water Canal Penn. & Md.	4,019,450				
Oct. 31, 1867	Nylon Canal... Pennsylvania	1,800,000				
Oct. 31, 1867	Wyoming Valley Canal... Pennsylvania	1,400,000				
May 21, 1867	Cheapeake & Delaware Canal Del. & Md.	3,864,976				
Dec. 31, 1867	Cheapeake and Ohio Canal... Md. & Va.	10,506,309				
Oct. 31, 1867	Dela ware Division Canal... Pennsylvania	2,433,350				
Oct. 31, 1867	Dela ware & Hudson Canal Penn. & N.Y.	6,920,198				
Dec. 31, 1867	Erie Canal... New Jersey	4,381,251				
Oct. 31, 1867	Erie Canal... Pennsylvania	1,364,985				
Dec. 31, 1867	Lehigh Navigation... Pennsylvania	4,465,000				
Feb. 29, 1868	Morris Canal... New Jersey	3,862,221				
Oct. 31, 1867	Pennsylvania Canal... Pennsylvania	2,761,765				
Oct. 31, 1867	Schuylkill Navigation... Pennsylvania	10,563,333				
Oct. 31, 1867	Suey, and Tide Water Canal Penn. & Md.	4,019,450				
Oct. 31, 1867	Nylon Canal... Pennsylvania	1,800,000				
Oct. 31, 1867	Wyoming Valley Canal... Pennsylvania	1,400,000				



### PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

## PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable	Mar- ket
		Rate.	Pay- able.		
Broadway (Brooklyn):	\$	50	Months	Year.	P
Real Estate Mortgage	27,500	7	J. & J.	Var.	
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.		
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	50
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	
Citizens' Pittsburgh:					
1st Mortgage	56,300	7	J. & J.	1870	
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.		
Eight Avenue					
1st Mortgage	160,000	7	J. & J.		
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	
Real Estate	134,500	7	J. & J.		
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7			
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	90
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7	J. & J.		
Hestonville Mantua & Fair- mount:					
1st Mortgage	183,600	7	J. & J.	1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71-'72	90
Malden and Melrose:					
1st Mortgage guaranteed	75,000	6	A. & O.	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6			
Middlesex:					
1st Mortgage	38,000				
Malden & Melrose bonds	46,971				
Real Estate	6,000				
Ninth Avenue:					
1st Mortgage	112,000	7			
North Philadelphia:					
1st Mortgage	100,000	7		1869	
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	
" O. & Newark	100,000	7	J. & J.	1880	
2d Mortgage "	100,000	7	J. & J.	1883	
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	80
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	80
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	
Pittsb. Allegh'y & Monch:					
1st Mortgage	35,000	7	J. & J.	1871	
Pittsburg & Birmingham:					
1st Mortgage	10,500	7	J. & J.	1870	
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	
Quincy:					
Plain bonds	58,400		M. & S.	1868	
Richmond and Schuylkill:					
1st Mortgage	20,000	7	J. & J.	1870	
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.		
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	100
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	
Real Estate bonds	480,000				
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica and Waterville:					
1st Mortgage	100,000	7			
Van Brunt at & Erie Basin:					
1st Mortgage	12,000	7	J. & J.		
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (h) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Div'ds.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4	100
Baltimore and Ohio, pref.	3,000,000	4	4	4	100
Berkshire, * guaranteed	600,000	6	6	6	100
Blossburg and Corning* guar.	250,000	6	6	6	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	100
Buffalo, N. York and Erie, * guar.	950,000	7	7	7	100
Camden and Atlantic, pref.	600,000	7	7	7	100
Cayuga, * pref. and guar.	2,200,000	7	7	7	100
Cayuga and Susquehanna* guar.	589,110	7	7	7	100
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	7	100
Central Ohio, preferred	400,000	7	7	7	100
Chemung, * guar.	880,000	6	6	6	100
Cheshire, preferred	2,017,815	7	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	7	100
Chicago, Iowa and Nebraska, * guar.	2,600,000	7	7	7	100
Chicago and Northwestern, pref.	16,356,287	7	7	7	100
Cleveland and Mahoning* guar.	2,066,000	7	7	7	100
Cleveland and Toledo, * guar.	6,250,000	7	7	7	100
Cochecho, preferred	177,750	8	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	8	100
" 2d pref.	242,000	8	8	8	100
Delaware, * guaranteed	594,261	6	6	6	100
Detroit & Milwaukee, * preferred and guaranteed	1,500,000	6	6	6	100
Dubuque and Sioux City, * preferred and guaranteed	1,988,170	7	7	7	100
Dubuque Southwestern, pref.	330,308	7	7	7	100
Eastern (N. H.), * guaranteed	492,500	8	8	8	100
Elmira, Jefferson and Canandaigua, * guaranteed	500,000	5	5	5	100
Elmira and Williamsport, * guar.	500,000	5	5	5	100
Elmira and Williamsport, * preferred and guaranteed	500,000	7	7	7	100
Erie, preferred	8,836,910	7	7	7	100
Hannibal and St. Joseph, pref.	5,253,836	7	7	7	100
Harrisburg and Lancaster, * guar.	1,182,550	7	7	7	100
Housatonic, preferred	1,180,000	8	8	8	100
Huntingdon & Broad Top Mountain, preferred	190,750	7	7	7	100
Joliet and Chicago, * guar.	1,600,000	7	7	7	100
Joliet and Northern Indiana, * guar.	300,000	8	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	100
Leeds and Farmington, * guar.	2,446,100	7	7	7	100
Little Schuylkill, * guar.	2,446,100	7	7	7	100
Louisville, Cincinnati and Lexington preferred	211,122	9	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	6	100
" 2d pref.	4,051,744	6	6	6	100
Manchester and Lawrence* guar.	1,000,000	9	9	9	100
Michigan Southern, guaranteed	586,800	10	10	10	100
Mill Creek and Mine Hill, * guar.	323,375	10	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	8	100
" 2d pref.	1,014,000	7	7	7	100
Milwaukee and St. Paul, preferred	8,060,892	7	7	7	100
Mine Hill and Schuylkill Haven, * guaranteed	3,775,000	8	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	12	100
New Haven and Northampton*	1,344,000	2	2	2	100
New York and Harlem, pref.	1,500,000	8	8	8	100
Niagara Br. and Canandaigua, * guar.	1,000,000	6	6	6	100
North Eastern (S. C.), preferred	155,000	8	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	7	100
Paterson and Hudson, * guar.	630,000	8	8	8	100
Paterson and Ramapo, * guar.	248,000	5	5	5	100
Peoria and Bureau Valley, * guar.	1,200,000	6	6	6	100
Philadelphia and Erie, *	5,996,700	10	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	10	100
Philadelphia and Trenton, * guar.	1,099,120	10	10	10	100
Pittsfield and North Adams, * guar.	450,000	6	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6	100
Portland, Saco & Portsmouth, * guar.	1,500,000	6	6	6	100
Portsmouth and Concord*	350,000	7	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	7	100
Rochester and Genesee Valley*	557,560	7	7	7	100
Rutland, preferred	77,760	7	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	7	100
Sandusky and Cincinnati, pref.	445,596	6	6	6	100
Schuylkill Valley, * guar.	576,050	5	5	5	100
Shamokin Valley & Pottsville, * guar.	869,450	5	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7	100
" (E. D.) pref.	1,700,000	7	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	100
Troy and Greenbush, * guar.	274,000	8	8	8	100
Vermont and Canada, * guar.	2,500,000	7	7	7	100
Warren, * guar.	1,408,300	7	7	7	100
White Mountains, * guar.	200,000	5	5	5	100
Wrightsv., York & Gettysburg, * pref.	317,050	2	2	2	100
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,833,350	8	8	8	100
Morris, preferred	1,175,000	10	10	10	100
Schuylkill Navigation, pref.	2,888,997	6	6	6	100
Union, preferred	300,000	6	6	6	100
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	6	30	30	30	100
Mariposa Mining, pref.	5,774,400	7	7	7	100

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 41 — @ 45 —  
Pig, American, No. 1 (good to best).....40 — @ 42 —  
Pig, American, No. 2.....38 — @ 40 —  
Pig, American, Forge.....37 — @ 38 —  
Bar, Refined, English and American.....85 — @ 90 —  
Bar, Swedes, assorted sizes.....(gold) 82 50 @ 87 50

## STORE PRICES.

Bar, Swedes, ordinary sizes.....@ 140 —  
Bar, English and American, Refined.....@ 92 50  
Bar, English and American, Common.....@ 87 50  
Scroll.....120 — @ 150 —  
Ovals and Half-round.....117 50 @ 142 50  
Band.....117 50 @ —  
Horse Shoe.....117 50 @ —  
Rods, 1½ to 16 inch.....97 50 @ 155 —  
Hoop.....125 — @ 180 —  
Nail Rod.....per lb. 8½ @ — 9½  
Sheet, Russia, assorted No.'s.....(gold) 11½ @ — 13  
Sheet, Single D. and T. Common.....5½ @ — 6½  
Rails, English.....(gold) per ton. — @ 55 —  
Rails, American.....@ 76 —  
Anvils, Eagle.....per lb. — @ 9½ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality) per lb. — 18 @ — 22  
English Spring (2d and 1st quality).....@ 9 @ — 11½  
English Blister (2d and 1st quality).....11½ @ — 19  
English Machinery.....12½ @ — 15  
English German (2d and 1st quality).....14 @ — 16  
American Blister "Black Diamond".....10½ @ — 16  
American, Cast, Tool, do.....19 @ —  
American, Spring, do.....10 @ — 13  
American Machinery do.....@ 13 —  
American German do.....10 @ — 13

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New.....per lb. — @ — 35  
Bolts.....@ — 35  
Braziers'.....@ — 35  
Nails.....40 @ — 44  
Sheathing, &c., Old.....22 @ — 23  
Sheathing, Yellow Metal.....@ 27 —  
Bolts, Yellow Metal.....@ 27 —  
American Ingot.....@ 27 —

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....(gold) per lb. — 35½ @ — 36  
Strait.....(gold).....33½ @ — 33½  
English.....(gold).....31½ @ — 31½  
Plates—Fair to good brands.....Gold.....Currency.....  
I. C. Charcoal.....per box. 8 62½ @ 8 75 11 75 @ 12 25  
I. C. Coke.....7 — @ 7 50 9 50 @ 10 25  
Coke Terne.....6 12½ @ 6 25 8 75 @ 9 —  
Charcoal Terne.....8 — @ 8 50 11 — @ 11 62½

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall. — 17½ @ —  
Crude, 40 @ 47 gravity (in shipping order) — 21 @ — 22½  
Refined, in bond, prime L. S. to W. (110 @ 115 test).....@ — 31  
Refined, Standard White (in ship/g order).....@ — 33  
Refined, prime White (in shipping order).....@ — 34  
Refined, S. W. (in merchantable order).....32½ @ — 32½  
Naptha, Refined, (90 @ 63 gravity).....@ 9 @ — 9½  
Residuum.....per bbl. — @ 6 25

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that and not exceeding 24 by 30 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.  
6 by 8 to 7 by 9.....per 50 feet. 7 75 @ 6 —  
8 by 10 to 10 by 15.....8 25 @ 6 50  
11 by 14 to 12 by 18.....9 75 @ 7 —  
14 by 16 to 16 by 24.....10 50 @ 7 50  
18 by 22 to 18 by 30.....12 25 @ 8 —  
20 by 30 to 24 by 30.....15 — @ 9 —  
24 by 31 to 24 by 36.....16 50 @ 10 —  
25 by 36 to 30 by 44.....17 50 @ 12 50  
30 by 46 to 32 by 48.....20 — @ 13 50  
32 by 50 to 32 by 56.....22 — @ 14 50  
Above.....25 — @ 16 —  
(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....per 50 feet. 8 50 @ 6 25  
8 by 11 to 10 by 15.....9 — @ 6 75  
11 by 14 to 12 by 18.....10 — @ 7 50  
13 by 18 to 16 by 24.....11 — @ 8 —  
18 by 22 to 18 by 30.....13 50 @ 9 —  
20 by 30 to 24 by 30.....16 50 @ 10 —  
24 by 32 to 24 by 36.....18 — @ 12 —  
25 by 36 to 26 by 40 (3 qlts.).....20 — @ 16 —  
28 by 40 to 30 by 48 (3 qlts.).....22 — @ 18 —  
30 by 50 to 32 by 56 (3 qlts.).....24 — @ 20 —  
32 by 58 to 34 by 60 (3 qlts.).....27 — @ 22 —  
(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending April 21.

Th. 15. F. 16. Sat. 17. M. 10. Tu. 20. W. 21

Boston, Hartford & Erie.....	62½	63	63	63	63
California 7s (gold).....	112	112	112	111	111
Canton Co.....	152½	153	156	156	156
Central of N. Jersey.....	112	112	112	111	111
Chicago & Alton.....	152½	153	156	156	156
.. pref.....	152½	153	156	156	156
.. 1 M.....	152½	153	156	156	156
.. S. F.....	152½	153	156	156	156
.. Inc. bds.....	152½	153	156	156	156
Chicago, Burl. & Q.....	173	173	173	173	173
.. 8s, 1883.....	110½	110½	111	111	111
Chi. & Gt. Eastern 1st m.....	84½	84½	85	84	84
Chic. & Northwestern.....	83½	84½	85	84	84
.. pref.....	96	96	96½	96	96
.. 1st M.....	91	91	91	91	91
.. Interest.....	92	92	92	92	92
.. S. F.....	92	92	92	92	92
.. Consol.....	96½	96½	96½	96½	96½
Chic., Rock Isl. & Pac. 130½	130½	130½	130½	130½	130½
Chicago & R. I. 7s, 1870.....	99	99	99	99	99
Chl., R. I. & Pa. 7s, 1890 93½	95	95	95½	95½	95½
Clev., Col., C. & Ind.....	71	72	75½	70	79
Clev. & Pittsburgh.....	93½	93½	93½	94	94
.. 2 M.....	94	94	94	94	94
.. 3 M.....	94	94	94	94	94
.. 4 M.....	75½	75½	75½	75½	75½
.. Con.....	75½	75½	75½	75½	75½
Clev. & Toledo.....	99	99	99	99	99
.. S. F. 7s.....	99	99	99	99	99
Col., Chi. & Ind. C.....	39	40	43	45	47½
.. 1 M.....	82½	82½	82½	84	84½
Cumberland Coal pref.....	127½	127½	127½	128	128
Del. & Hudson Canal.....	113	113	114½	114½	115
Del., Lack. & Western 113	113	113	114½	114½	115
.. 1 M 7s.....	113	113	114½	114½	115
.. 2 M 7s.....	113	113	114½	114½	115
Erie Railway.....	113	113	114½	114½	115
.. pref.....	113	113	114½	114½	115
.. 1 M 7s, 1867 100.....	113	113	114½	114½	115
.. 2 M 7s, 1879.....	113	113	114½	114½	115
.. 3 M 7s, 1883.....	89	89	89	89	89
.. 4 M 7s, 1880.....	80½	80½	80½	80½	80½
.. 5 M 7s, 1888.....	80	81	81	81	81
Great Western 2d mort. 79	80	81	81	81	81
Hannibal & St. Joseph. 115	114	114	114	114	114
.. pref. 112½	113	113	112½	112	112
Hudson River.....	140½	141½	148½	148	148½
.. 1 M 7s, 1869.....	140½	141½	148½	148	148½
.. 2 M S. F.....	102½	102½	102½	102½	102½
.. 3 M 7s, 1875.....	102½	102½	102½	102½	102½
Illinois Central.....	142	143	144½	144½	145½
.. bonds.....	142	143	144½	144½	145½
Lake Shore (C. P. & A.) 98	98½	98½	98½	98½	99
Marietta & Clin. 1st pref.....	128	128	128	128	128
.. 2d pref.....	128	128	128	128	128
Michigan Central.....	130	130	130	128	132
.. S. F. 8s, 1882.....	130	130	130	128	132
.. conv. 8s, '69.....	130	130	130	128	132
M. S. and N. L. 1875.....	98½	98½	99½	99½	99½
.. 1 M S. F. 99½.....	99½	98½	98½	98½	99½
.. 2 M.....	99½	98½	98½	98½	99½
Mariposa Mining Co. 190	20	22	22	22	22
.. pref.....	38½	38½	41½	41½	44½
.. Tr. 10s cts.....	68	68	70	70	73
Milw. and St. Paul.....	78½	79½	80½	79½	79½
.. pref.....	86	86	87	86	87
.. 1st mort.....	91	91	91	91	91
.. 2d mort.....	102½	102½	102½	102½	102½
.. 8s.....	102½	102½	102½	102½	102½
.. 7 3-10s con.....	102½	102½	102½	102½	102½
Missouri 6s.....	86½	87	87	87½	87½
.. H. & St. J. 1ss.....	87½	87½	87½	87½	87½
Morris and Essex.....	87½	87½	87½	87½	87½
.. 1st mort.....	100	100	100	100	100
.. 2d mort.....	90½	91	91	91	91
N. Jersey R.R. & T. Co.....	136	136	136	136	136
New York Central.....	166	166	166	166	166
.. 7s, S. F. 1876.....	92	92	92	92	92
.. 7s, conv. '76.....	92	92	92	92	92
.. 6s, S. F. 1883 90½	90½	90½	90½	90½	90½
.. 6s, S. F. 1887 90½	90½	90½	90½	90½	90½
N. York and Harlem.....	140	141	141	142	142
.. pref.....	140	141	141	142	142
.. 1 M 7s, 1873.....	61	61	61	61	61
N. Carolina 6s.....	60½	61½	61	61	61½
.. new.....	54	54½	54½	53½	54
Ohio and Miss.....	33½	34	34	33½	33½
.. pref.....	33½	34	34	33½	33½
.. 1st M.....	70	70	70	70	70
Pacific Mail S. S. Co.....	92½	94½	94½	95½	93½
Panama.....	94½	94½	94½	95½	93½
Phila. and Reading.....	94½	95	95	95	96½
Pitts., Ft. W. & Chicago 132	132½	132	132	132	132½
.. 1 M.....	97	97	97	97	97
.. 2 M.....	97	97	97	97	97
.. 3 M.....	91	91	91	91	91
.. Equip. 8s.....	91	91	91	91	91
Quicksilver Mining Co.....	22	22	22½	22½	22
St. L., Alton & T. H.....	67½	67½	67½	67½	67½
.. pref.....	67½	67½	67½	67½	67½
.. 1 M.....	67½	67½	67½	67½	67½
.. 2 M. pref.....	80	80	80	80	80
.. Income bds 80	80	80	80	80	80
Tennessee 6s.....	68	69	69	70	70
.. new.....	66½	66½	66½	67½	68½
Tol., Wab. & Western. 67½	71	71½	73	72½	72½
.. pref.....	80	80	80	80	80
.. 1 M. ex.....	86	86	86	87½	87½
.. 2 M.....	86	86	86	87½	87½
.. Equipment.....	80	80	80	80	80
Virginia 6s, ex-coupon.....	57½	57½	58	58	59
.. new.....	61	60½	61½	61½	61½



## New York Stock Exchange.

Actual Sale Prices for the week ending April 21.

Th.15. F.16. Sat.18. M.19. Tu.20. W.21

## FEDERAL STOCKS:—

U. S. 5a, 1871, reg.	100	100	100	100	100
U. S. 5a, 1874, coup.	100	100	100	100	100
U. S. 5a, 1874, reg.	100	100	100	100	100
U. S. 5a, 10-40s, coup.	100	100	100	100	100
U. S. 5a, 10-40s, reg.	100	100	100	100	100
U. S. 5a, 1881, reg.	100	100	100	100	100
U. S. 5a, 1881, coup.	100	100	100	100	100
U. S. 5a, '81, O.W.L.y.	100	100	100	100	100
U. S. 5a, 1881, . . .	100	100	100	100	100
U. S. 5a, 5-20s, reg. '62.110	110	110	110	110	110
U. S. 5a, 5-20s, c. 1862.120	120	120	120	120	120
U. S. 5a, 5-20s, reg. '64.	110	110	110	110	110
U. S. 5a, 5-20s, c. 1864.114	114	114	114	114	114
U. S. 5a, 5-20s, reg. '65.110	110	110	110	110	110
U. S. 5a, 5-20s, c. 1865.118	118	118	118	118	118
U. S. 5a, 5-20s, r. n. '65.	114	114	114	114	114
U. S. 5a, 5-20s, c. n. '65.114	114	114	114	114	114
U. S. 5a, 5-20s, reg. '67.114	114	114	114	114	114
U. S. 5a, 5-20s, c. 1867.114	114	114	114	114	114
U. S. 5a, 5-20s, reg. '68.	114	114	114	114	114
U. S. 5a, 5-20s, c. '68. . .	114	114	114	114	114
U. S. 5a, Pac.R.R. issue 104	104	104	104	104	104

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 20.

W.14. Th.15. F.16. Sat.17. M.19. Tu.20

Catawissa	preferred . . . 34	35	35	35	35
Camden and Amboy	124	124	124	124	124
.. 6a, 1870	80	80	80	80	80
.. 6a, 1883	80	80	80	80	80
.. 6a, 1889	95	95	95	95	95
.. mort. 6a, '89	95	95	95	95	95
Elmira & Williamsport	pref. . . . .	..	..	..	..
.. 7a, . . . . .	..	..	..	..	..
Lehigh Navigation	32	32	33	33	33
.. 6a, 1884	83	83	83	83	83
.. Gold L. . . . .	94	94	94	94	94
.. R. R. L. . . . .	86	86	86	86	86
Lehigh Valley R. R.	55	55	55	55	55
.. 6a new coup.	94	94	94	94	94
.. 6a new reg.	94	94	94	94	94
Little Schuylkill R.R.	43	43	43	43	43
.. 7a, . . . . .	..	..	..	..	..
Minehill	64	64	64	64	64
Morris Canal	65	65	65	65	65
.. pref. . . . .	..	..	..	..	..
.. 6a, 1876	85	85	85	85	85
North Pennsylvania	34	34	34	34	34
.. 6a, 1880	88	88	88	88	88
.. 7a, . . . . .	85	85	85	85	85
.. 10a, 1887	..	..	..	..	..
Northern Central	48	48	48	48	48
Pennsylvania R. R.	59	59	59	59	59
.. 1st M. . . . .	99	99	99	99	99
.. 2d M. . . . .	95	95	95	95	95
Penn. State, 6a, 1st series	103	103	103	103	103
.. 6a, 2d series	105	105	105	105	105
.. 6a, 3d series	105	105	105	105	105
.. 6a, W. L. . . . .	100	100	100	100	100
Philadelphia City, 6a	101	101	101	101	101
.. new . . . . .	101	101	101	101	101
Philad. Germ. & Nor.	67	67	67	67	67
Phila. & Reading	46	46	47	47	47
.. 7a, 1886	28	28	28	28	28
Philadelphia and Erie	28	28	28	28	28
.. 6a, . . . . .	79	79	79	79	79
Schuylkill Navigation	pref. . . . .	..	..	..	..
.. 6a, 1882	62	62	62	62	62
.. 6a, 1876	..	..	..	..	..
.. 6a, 1872	..	..	..	..	..
Susp. Canal	6a, 1878	..	..	..	..
Union Canal, pref.	6a, 1878	..	..	..	..
Hestonville, (Horse)	12	12	12	12	12
Chestnut & Wal.	..	..	..	..	..
Green & Coates	2d and 3d streets	..	..	..	..
Spruce and Pine	13th and 15th sts.	..	..	..	..

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 20.

W.14. Th.15. F.16. Sat.17. M.19. Tu.20

Baltimore City 6a, 1875	92	92	92	92	92
.. 1880	92	92	92	92	92
.. 1893	92	92	92	92	92
Balt and Ohio	118	118	118	118	118
.. bonds, 1875	91	91	91	91	91
.. 1880	91	91	91	91	91
.. 1886	90	90	90	90	90
Marietta & Cin. 1st M.	73	73	73	73	73
.. 2d M. . . . .	73	73	73	73	73
Northern Central	48	48	48	48	48
.. bonds, 1885	84	84	84	84	84
.. 1900	..	..	..	..	..
N. W. Va. 1st mort.	85	85	85	85	85
.. 2d mort.	..	..	..	..	..
.. 3d mort.	85	85	85	85	85
City Passenger R. R.	18	18	18	18	18

## Boston Stock Exchange.

Actual Sale Prices for the week ending April 21.

Th.15. F.16. Sat.17. M.19. Tu.20. W.21

Boston and Albany	140	140	140	140	140
Boston and Lowell	138	138	138	138	138
Boston and Maine	138	138	138	138	138
Boston and Providence	131	131	131	131	131
Boston, Hartford & Erie	23	23	23	23	23
.. 7a, new	60	60	60	60	60
Cheshire, pref.	71	71	71	71	71
Concord	131	131	131	131	131
Connecticut River	131	131	131	131	131
Eastern	113	113	113	113	113
Fitchburg	133	133	133	133	133
Manchester & Law'ree	121	121	121	121	121
Michigan Central	121	121	121	121	121
Northern, N. H.	117	117	117	117	117
Ogdens & Lake Champ	102	102	102	102	102
.. pref.	94	94	94	94	94
Old Colony & Newport	51	51	51	51	51
Ph. Wil. & Baltimore	51	51	51	51	51
Port'd, Saco & Ports.	102	102	102	102	102
Vermont & Canada	57	57	57	57	57
Vermont & Mass.	101	101	101	101	101
Vt.C. & Vt. & C. Eq. 8a	101	101	101	101	101
Broadway (Horse)	97	97	97	97	97
Cambridge	68	68	68	68	68
Metropolitan	18	18	18	18	18
Middlesex	8	8	8	8	8
Central Mining Co.	18	18	18	18	18
Copper Falls	18	18	18	18	18
Franklin	18	18	18	18	18
Huron	18	18	18	18	18
Ile Royale	18	18	18	18	18
National	10	10	10	10	10
Minnesota	10	10	10	10	10
Pewabic	10	10	10	10	10
Pittsburg	10	10	10	10	10
Quincy	25	25	25	25	25

## London Stock Exchange.

Closing Prices.

	March 25.	April 2.
Atl. & Gt. West. N. Y. sec. 7 per ct.	65	65
1st mort., 1880	65	65
Do. do, 2d mort., 1881	65	65
Do. Penn., 1st mort., 1877	65	65
Do. do, 2d mort., 1882	65	65
Do. Consol. 7 per cent. mort. bonds	31	32
£100 paid, 1890	31	32
Detroit and Milwaukee 1st mort. 7a	63	65
Do. 2d mort. 8 p. c.	64	67
Erie shares 100 dol. all paid	24	25
Do. sterlg. 6 p. c. convertible bonds	68	70
Do. 3d mort. 7 p. c. 1883	60	65
Illinois Central, 6 per cent., 1875	101	103
Do. Redemption mort. bonds 6 p. c. 101	82	84
Do. 7 per cent., 1875	82	84
Do. 100 dol. shares, all paid	96	97
Marietta and Cin. R. R. bonds 7 p. c.	75	80
Panama General mort. 7a, 1897	107	109
Penn. R. R. bonds, 2d mort. 6 per ct.	85	87
Do. General mort. 6 p. c. 1910	87	88
Philadelphia and Erie 1st mort. 1881	89	91
Do. with option to be paid in Phila.	89	91

## American Railroad Journal.

Saturday, April 24, 1869.

## Stock Exchange and Money Market.

Money has been in much more liberal supply, since our last, and rates have yielded materially, call loans having receded to the uniform price of 7 per cent. in currency, and very choice to good discounts ranging from 7@10 per cent. per annum. At these rates, the demand has been much less urgent from all sources, though the city banks reduced their loan and discount averages over 2½ millions, and their circulation \$172,591. The banks made an important gain in their legal tender reserve, to which \$2,356,556 were added, during the week. Their deposits were also augmented nearly three-fourths of a million. They were greatly strengthened and prepared for the call from the Comptroller of the Currency, for a retrospective statement of their condition, which call was formally made on Tuesday, the 20th inst., and made applicable to the business standing of the banks of the whole country on Saturday, April 17. The Sub-Treasury was about equal in its receipts and disbursements, last week. Its receipts thus far in the current week fell behind its daily payments on all accounts. The coin interest disbursements are on an enlarged scale, as

well for July, as for May coupons, with the rebate of 6 per cent. per annum. As being desirable for reference purposes, we give place to the following statement of the prices of money, from March 25th, to April 17th, inclusive, or through the recent severe Money pinch:

March 25—7 per cent. Gold.  
 March 26, Good Friday—Exceptional transactions at 7 per cent. Gold.  
 March 27—7 per cent. Gold.  
 March 29—7 per cent. Currency and commissions of 1-16 and 1/8.  
 March 30—1/8 flat to 1/8 and 7 per cent. interest in Currency.  
 March 31—1-16 and 7 per cent. interest Currency to 1/8 and 7 per cent. interest Gold.  
 April 1—1/8 and 7 per cent. Currency to 1/8 and 7 per cent. interest Gold.  
 April 2—1/8 and 7 per cent. interest Currency to 1/8 and 7 per cent. interest Gold.  
 April 3—1-16 and 7 per cent. interest Currency to 1/8 flat.  
 April 5—3-32 dat to 1/8 flat.  
 April 6—1/8 flat to 1/8 and 7 per cent. interest Currency.  
 April 7—1/8 flat to 1/8 and 7 per cent. interest Currency.  
 April 8—1-16 and 7 per cent. interest Currency to 3-32 and 7 per cent. interest Currency.  
 April 9—1-32 and 7 per cent. interest Currency to 1/8 flat.  
 April 10—1-16 and 7 per cent. interest Currency to 3-32 and 7 per cent. interest Currency.  
 April 12—1-16 and 7 per cent. interest Currency to 3-32 and 7 per cent. interest Currency.  
 April 13—1-32 and 7 per cent. interest Currency to 1/8 flat.  
 April 14—7 per cent. Gold to 1-32 and 7 per cent. interest Currency.  
 April 14—7 per cent. Gold.  
 April 16—7 per cent. interest Currency to 7 per cent. Gold.  
 April 17—7 per cent. interest Currency.

It will be observed that over 75 per cent. of the transactions noted were consummated at the higher rates named for each day, excepting on April 1 and 2, when loans were made in about equal amounts at the two rates; the lower rates in every instance prevailed toward the close of banking hours, the reason for which is obvious. The above quotations are solely applicable to call loans on the customary marginal collaterals.

The specie reserve of the city banks is now \$7,818,779, against \$16,776,642 same time last year. The city bank deposits are now \$172,203,494, against \$181,882,523 week ending April 18, 1868. The legal tender reserve amounts to \$51,001,288, against \$59,833,660 same time last year. The circulation now stands at \$34,486,769, against \$24,218,581 same time last year. The loans are now \$255,184,882, against \$254,817,986 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$128,727,550 a day, against a daily average of \$135,009,409 the preceding week, and \$139,737,282 the week ending with March 31, 1869. The current week's exchanges average about \$141,000,000 a day. The city banks, last week, reported a further loss of \$982,764 of specie, with a gain of \$707,914 of deposits, and of \$2,356,556 of legal tender notes. They reduced their loans, \$2,295,345, and their circulation, \$172,591.

National Bank notes to the amount of \$305,880 were issued last week by the Treasury Department, making the total issue to 1,635 banks thus far, amount to \$314,102,686, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to \$14,301,351, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,558,931,) an actual circulation at this date, of \$299,800,735. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,693,800; and for the public deposits, \$80,558,350—making a total of \$373,252,150. The Treasury Department last week redeemed and destroyed \$500,900 of worn and mutilated fractional currency, and issued \$408,150 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was \$36,719,912, against \$36,781,548 on March 1, 1869, \$35,511,127 on Feb. 1, and \$34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with April 18, were \$5,610,469, including \$2,391,842 from customs duties; payments, \$5,373,388, including \$655,084 of coin interest; balance at the close of the week, \$89,972,277, against \$89,735,196, at the close of the preceding week, showing an increase of \$237,081. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$2,778,931, including \$413,307 from customs; payments, \$4,023,743, including \$454,868 of coin interest. On Tuesday, receipts, \$1,462,843, including \$482,000 from customs and payments \$1,558,421, including \$222,516 of coin interest. The balance at the close of business on Tuesday stood at \$88,631,886, against \$89,857,966 a week previous; and \$87,811,300 on March 31, 1869. The aggregate receipts of the office in March were \$40,051,331, including \$13,241,405 from customs, aggregate payments, \$40,897,476, including \$3,698,831 of coin interest.

The outstanding amount of coin certificates on the 1st of April was \$21,672,500 against \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$418,000, and retired \$2,272,842 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached \$1,793,180.

Government revenues keep up to a fair average yield. In a few weeks the excises will be augmented by the payment of May taxes. The excises, last week, yielded about four millions; customs at the port of New York, \$2,391,842 and at the outports about \$800,000 (in coin) more, making the grand total income for the week equal to about \$8,309,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 122 millions, according to the latest Washington advices.

Gold has been decidedly brisker, the speculative demand having been quite spirited, under the various war rumors and the derangement of our exchanges, which are again working against us. The range of the week has been from 132 $\frac{3}{4}$ @134 $\frac{1}{2}$ , and the closing quotation on Wednesday was 134 $\frac{1}{2}$ . The export inquiry has been very light, that from importers for custom house purposes has been less active. On the other hand, imports of foreign specie to the amount of \$2,420,737 have been reported, during the week,

making the total imports, since Jan. 1, \$7,187,685, against \$2,580,164 same week last year. The *Weaver* on Monday brought hither equal to \$86,000 in foreign specie, and the *City of Antwerp* on Tuesday equal to \$100,000. The *Alaska* arrived at this port on Wednesday from Aspinwall with a treasure freight of \$532,086.

The Gold Exchange Bank clearances on Wednesday, were \$41,092,000, and the resulting balances \$1,622,798 in coin, and \$3,127,504 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,107,821, average amount of specie \$419,738, average amount of deposits \$912,671.

The customs demand for Gold last week, averaged \$398,641 a day; thus far, this week, it has averaged \$450,500 a day, or equal to a weekly aggregate of \$2,703,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$2,420,737, and since Jan. 1, \$7,187,685, against \$2,589,164 same time in 1868. The receipts from California, last week, were \$532,086. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$101,258,005, against \$91,437,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 16th 1869, \$1,543,675, against \$1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$17,330,429, against \$27,124,299 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$9,794,570. The exports of specie, from this port, last week, were \$68,575, against \$1,625,498 same week last year; total, since July 1, 1868, \$31,524,940, against \$46,075,185 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$655,084; since July 1, 1868, \$68,046,720, against \$54,572,162 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to March 16, 1869, were \$8,880,392, against \$7,490,417 same time in 1868.

Foreign Exchange has been less freely offered and has been in more request at advanced prices. Bankers' prime sixty day bills on London closed on Wednesday at 108 $\frac{1}{2}$ @108 $\frac{3}{4}$ , and on Paris to 5.21 $\frac{1}{4}$ @5.20; sight bills on London to 108 $\frac{3}{4}$ @109 $\frac{1}{2}$ , and on Paris to 5.18 $\frac{1}{2}$ @5.17 $\frac{1}{2}$ . The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,689,819, against \$4,111,405 same week last year; total, since July 1, 1868, \$181,021,479, against \$146,610,140 same time in preceding fiscal year of 1867-'68.

Government securities have been in very moderate supply, and have been quite freely sought after, chiefly by local buyers, at an average advance of  $\frac{3}{4}$ @1 per cent. The main inquiry has been for the 1862, 1865 and 1867 Five-twenties, and for the U. S. Currency Sixes, issued in aid of the several Pacific Railroad enterprises. There has been likewise a good call for the Ten-forty coupon bonds. The general market closed firmly on Wednesday, on the basis of our revised quotations.

U. S. sixes of 1881 closed here on Wednesday at 117 $\frac{1}{2}$ @117 $\frac{1}{2}$ ; U. S. Five-twenties of 1862, 121@121 $\frac{1}{4}$ ; U. S. Five-twenties of 1864 at

116 $\frac{1}{2}$ @116 $\frac{1}{2}$ ; U. S. Five-twenties of 1865 at 118@118 $\frac{1}{4}$ ; U. S. Five-twenties of 1865, consolidated, 115 $\frac{3}{8}$ @115 $\frac{1}{2}$ ; U. S. Five-twenties of 1867, 115 $\frac{1}{4}$ @115 $\frac{1}{2}$ ; U. S. Five-twenties of 1868, 115 $\frac{1}{4}$ @115 $\frac{3}{8}$ ; U. S. Ten-forties at 106 $\frac{1}{8}$ @106 $\frac{1}{4}$ ; U. S. Six per cent. currency bonds, 104 $\frac{3}{4}$ @104 $\frac{1}{2}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 7.	April 14.	April 21.
Consols.....	93 $\frac{1}{8}$	93 $\frac{3}{8}$	93 $\frac{1}{2}$
U. S. 5-20's of 1862...	83 $\frac{5}{8}$	84	*80 $\frac{3}{8}$
Erie.....	24 $\frac{1}{4}$	24	23
Ill. Central.....	96 $\frac{3}{4}$	96 $\frac{3}{4}$	98 $\frac{1}{2}$
Atl. and Gt. Western. ....	30 $\frac{1}{2}$	30 $\frac{1}{2}$	....

\* Ex May Coupon.

Railway and miscellaneous stocks have been decidedly more active at a further notable improvement in prices, closing strong and buoyant.

There has been a moderate business reported in nearly all kinds of domestic produce, including Cotton and Breadstuffs at generally easier rates, and provisions at buoyant prices. Middling upland cotton closed heavily on Wednesday at 28 $\frac{1}{2}$ @28 $\frac{3}{4}$  cts. per lb. The stock of cotton now here is estimated at about 102,500 bales. The receipts at the port this week, have averaged about 1,400 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,994,000 bales, against 2,018,500 bales same time in 1867-'8; exports, same time 1,109,000 bales, against 1,315,000 bales same time in 1867-'8; stock on hand at latest date, 352,500 bales, against 254,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence; same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,380 pkgs., against 8,298 pkgs., same time last year. From Boston, 3,322 pkgs., against 4,360 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been quiet and heavy at from 10@17c., per lb.; week's receipts, 6,147. Milch cows dull at \$40@\$124 each, receipts, 65. Veal calves in less request and easier, at from 8@12c. per lb.; receipts, 1,266. Sheep and lambs moderately inquired for at from 5 $\frac{1}{2}$ @10c., per lb., as extremes; receipts, 20,185. Swine fairly active, but close lower at from 10 $\frac{3}{4}$ @11 $\frac{1}{2}$ c. per lb., all live weight; receipts, 18,780. Foreign merchandise has been in less request and less buoyant. The total imports of foreign dry goods, last week, were \$2,263,406, and the total amount marketed \$2,253,597. The value of foreign merchandise imported last week, was \$5,294,761—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$7,558,187, against \$4,660,449 same week last year; total since July 1, 1868, \$223,016,462, against \$190,103,457 in 1867-'8. The freight market has been moderately active, closing steadily. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 2d. by sail, and 2 $\frac{1}{2}$ d. @3d. by steamer, per bushel; cotton at  $\frac{1}{4}$ d. by sail, and  $\frac{3}{4}$ d. by steamer, per lb.; and heavy goods 10s. @25s. by sail, and 10s. @30s. by steamer, per ton. Total number of vessels in port on Wednesday, 571.

The New York exports, exclusive of specie, for the week ending April 20, and since the beginning of the year, compare as follows:



	1868.	1869.
For the week.....	\$4,111,405	\$3,689,819
Prev. reported.....	50,208,027	44,599,494

Since January 1.....\$54,319,432 \$48,289,313

The imports for the week ending April 17, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$1,261,409	\$2,263,406
Gen. merchandise.....	3,399,049	5,294,761

Total for the week.... \$4,660,458 \$7,558,167  
Previously reported... 65,850,660 85,350,177

Since January 1.....\$70,511,118 \$92,908,344

The balance in the Sub-Treasury on Wednesday was \$89,049,960.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Dubuque and Sioux City, 116; do., 1st mort., 90; Toledo, Wabash and Western consol. bonds, 82; New Jersey Central 1st mort., 99½; do., new bonds, 98; Milwaukee and St. Paul 1st mort., Iowa Division, 88; Chicago and Milwaukee 1st mort., 89; Great Western 1st mort., 1888, 88; New York and New Haven, 120; do., 6s, 94; Memphis and Ohio sterling 8s, 72½; Hartford and New Haven R. R., 200; New York State 7s, Bounty Loan, 109¾; Connecticut 6s, 100½; Georgia 6s, 81½; do., 7s, 95; Ohio 6s, 1875, 101; Rhode Island 6s, 100½; Louisiana 6s, 74; do., 8s, Levee bonds, 86½; Brooklyn 6s, Water Loan, 95; Western Union Telegraph, 43; do., 7s, 88; Boston Water Power, 17½; Central Coal, 62½; American Coal, 40; Spring Mt. Coal, 44; Am. Mer. Union Exp., 42; U. S. Exp., 67; Adams' Exp. Co., 62½; Wells-Fargo Exp., 33¾; Merchants' Union Exp., 15¾; Brunswick City Land, 9.25; Bennehoff Run oil, 0.45; Consolidated Gregory Gold, 3.75; Central petroleum, 0.88; Grass Valley, 0.50; Home Company oil, 9.50; Liberty, 0.08; La Crosse Gold, 0.25; Montana Gold, 0.37; N. Y. and Eldorado, 0.40; Quartz Hill Gold, 1.65; Rathbone oil, 0.45; Rocky Mt., 0.14; Smith and Parmelee Gold, 2.90; United States oil, 1.50.

**Philadelphia.**—Allegheny County 5s, 75; Connecting R. R., bonds, 87; Hutingdon and Broad Top Mt. 1st mort., 75; Phila. and Reading bonds, 1844-'80, 90; do., 6s, 1870, 96½; do., 6s, 1886, 94¾; Belvidere Delaware 2d mort., 82; do., 3d mort., 80; West Penna. bonds, guar., 80; Tioga R. R. bonds, 95; West Jersey R. R., 60¾; do., 6s, 90; Germantown Passenger R. R., 29¾; Morris Canal scrip, 67½; New Creek Coal, ¼; Big Mt. Coal, 5¾; Shamokin Coal, 5½; N. Y. and Middle Coal Fields, 4½; Ocean Oil, ½. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101½@101¾; State 5s, reg., —@—; do., coupon, 98@93; do., 6s, W. L., 101@101½; do., 1st series, 103@103¼; do., 2d series, 105@105½; do., 3d series, 106½@106¾; Reading, 48½@48¾; do., 7s, 1893, 104@104; do., 6s, 1880, 90@90¼; Camden and Amboy, 124¾@125; do., mort. 6s, 1889, 95@95¼; do., 1883, 86½@86¾; Penn. R. R., 59¾@60; do., 1st mort., 99@99½; do., 2d mort., 94¾@95; Little Schuylkill R. R., 42¾@43½; Morris Canal, 30@31; do., pref., 65@67; do., bonds, 85@86; Susquehanna Canal, 13@13; do., 6s, 56½@56¾; Sch. Nav., 8@9; do., pref., 18½@19; do., 6s, 1882, 65¼@—; Delaware

Div. Canal, 47@48; do., bonds, 80@85; Elmira and Williamsport, 30@32; do., pref., 40@40¼; do., 7s, 1878, 89½@90½; do., 6s, 59@60; Lehigh Coal and Navigation, 33¾@33½; do., 6s, 1884, 83¼@83½; do., R. R., Loan, 86@86¼; do., Gold Loan, 94¼@94½; North Pennsylvania, 34¼@35; do., 6s, 88½@89½; do., Chattle 10s, 108@109; Philadelphia and Erie, 28¾@28½; do., 6s, 85@85¼; Minehill, 54¾@54½; Catawissa, 10½@—; do., pref., 34¾@35; Lehigh Valley, 55½@55¾; do., 6s, new, 93½@94; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 43@44; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 45½@46½; Thirteenth and Fifteenth, 17½@19; Girard College, 27@30; Tenth and Eleventh, 70@70¾; Union, 40@43; Hestonville, 13@13½.

**Boston.**—Vermont Central 1st mort., 77½; Eastern R. R. 6s, 1885, 93¾; do., 1874, 95¼; Old Colony and Newport 6s, 1876, 94; do., 7s, 1877, 101¼; Lake Superior and Mississippi R. R. 7s, 1896, 96; Burlington and Missouri River Land Grant 7s, 86¾; Union Pacific R. R. 6s, 87½; Boston, Hartford and Erie scrip, 50; Summit Branch R. R., 21½; Conn. and Pass. Rivers R. R., pref., 87¾; Indianapolis and Cincinnati R. R., 18; Rutland R. R., 33½; Cape Cod R. R., 65¾; Taunton Branch, 110; Pittsfield and North Adams R. R., 75; Short Mt. Coal, 11¾; Boston Water Power Co., 17; Cary Imp., 8½; Ophir (N. S.) gold, 30c.; Rhode Island 6s, 99¾; New Hampshire 6s, 1870, 99½; Maine 6s, 1880, 99½; Massachusetts 6s, 1874, gold, 115; do., 5s, 1883, gold, 108¾; do., 1893, gold, 108¾; do., 1894, gold, 108; do., 6s, 5-20s, currency, 101½; Boston 6s, 1874, endorsed, 100½; do., 1876, currency, 101; do., 5s, 1886, gold, 105¾; do., 1874, gold, 107; do., endorsed, 105; Bath 6s, 1898, 91½; Chicago 7s, 97½; St. Paul 6s, 1889, 75; Brunswick, Me., 6s, 1870, 99¾; Portland 6s, 1887, 91½; Charleston 6s, 1889, 100; Bangor 6s, 1894, 93¾; Lynn 5s, 1882, 86¾; Salem 6s, 1888, 99¾; Allouez Mining Co., 4¾; Concord, 1¾; Canada, 55c.; Humboldt, 70c.; Hancock, 5½; Ridge, 5.

**Baltimore.**—Virginia 6s, old, reg., 49¾; do., 1866, reg., 53; do., 1867, reg., 50¾; Maryland Defense Loan, 99¾; Memphis City 6s, 51½; Orange, Alex. and Manassas bonds, 74; Western Maryland 2d mort. pref., 48¾; Richmond and Danville bonds, 73½; Central Ohio R. R., 31¾; Parkersburg R. R., 24. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1875, 91@91½; do., 1880, 90@91¼; do., 1885, 93½@93¾; Northern Central, 48¾@48¾; do., bonds, 1885, 84@84¼; do., 1900, 83@83½; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 93@93½; do., 2d mort., 88@90; do., 3d mort., 1873, 83@85; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 72½@73; Central Ohio, 31@32; do., 1st mort., 82@83; Western Md. 6s, 1890, 68@72; do., guar., 87@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 73½@74; Baltimore 6s, 1875, 90½@91½; do., 1886, 90@91¾; do., 1890, 91½@91¾; do., 1893, 92@93; do., 6s, 1838-'70, 71@74; City Passenger R. R., 18@18¼; George's Creek Coal, 67½@67¾; Santa Clara, 1.40@1.55; Atlantic Coal, 3.00@3.25.

The dividend periods of the Central Railroad Company of New Jersey have been changed to January and July.

#### Chicago and Alton Railroad.

On the 5th inst., the annual meeting of this company was held in Chicago for the election of three directors in place of William F. Weld, John A. Sewart and Peyton R. Chandler, whose terms expired on that day. These gentlemen were all re-elected. The Board now stands as follows:

Until April 4, 1870—John Crerar, Chicago; Lorenzo Blackstone, Norwich, Conn.; James J. Mitchell, Alton.

Until April 3, 1871—T. B. Blackstone, Chicago; James G. Garner, New York; John B. Drake, Chicago.

Until April 1, 1872—William F. Weld, Boston; John A. Stewart, New York; Peyton R. Chandler, Chicago.

**\$1,000,000 GOLD.—FIRST MORTGAGE BONDS** of the St. Louis and St. Joseph Railroad of Missouri.—Both Principal and 6 per cent Interest Gold. Payable May and November 1st, at the Farmers Loan and Trust Co., in the City of New York, who are the Trustees for the Bonds. LENGTH OF ROAD, 72¼ MILES. Total amount of Bonds is \$1,000,000, which is less than \$14,000 per mile, and secured by a first mortgage on the whole road and entire property of the Company.

The interest on these Bonds is the same as on United States 5-20s, 1862, also due at same time; and, according to present prices, \$1,000 5-20s will sell for \$300 over our price for \$1,000 St. L. & St. J. R. R., while the latter is equally as good security in every respect.

Present price 87½ and accrued interest in currency. For pamphlets and further particulars, apply to TURNER BROTHERS, Bankers, No. 14 Nassau-St., New York.

Jacob F. Randolph Esq., has been elected President of the Morris Canal and Banking Co., Mr. R. is represented as an energetic, economical man, intimately acquainted with the business of the canal, having been its Vice-President and Superintendent for the last two years. The following directors were elected to serve for five years, in place of class No. 4: A. L. Hodgdon, Simon Gratz, Mark Devine, Jno. F. Blandy, and Thomas N. McCarter; and Thomas J. Megear to fill a vacancy in class No. 3.

The directors of the Great Western (Ca.) Railway Co. have decided upon recommending a dividend for the half year ending January 31, last at the rate of 5 per cent. per annum, free of income-tax, reserving £3,000 for the renewal of ferry steamers, and carrying forward to the current half-year the sum of £2,577 17s. 1d. In the corresponding period of the previous year the rate was 4½ per cent. Thus the present dividend is ½ per cent higher.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of five per cent. in scrip, free of tax, convertible into bonds of the Dayton and Michigan Railroad Company at par, in sums of one thousand dollars, bearing interest from April 1, 1869, payable at the American Exchange National Bank, on and after the 27th inst.

Ground has been broken for the railroad from the Norwalk and Danbury Railroad to Ridgefield, in Fairfield Co., Conn.

## Commerce of New York.

The foreign imports at New York for the month of March, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$11,999,520	\$17,890,058
Do. for warehousing....	12,391,596	13,428,793
Free goods.....	821,682	1,702,591
Specie and bullion.....	1,299,776	1,771,668

Total entered at port...	\$26,512,934	\$34,793,290
Withdrawn fr. wareh'ase	10,296,124	9,661,447

The foreign imports at New York for the three months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$30,241,403	\$43,794,286
Do. for warehousing....	28,387,459	31,356,347
Free goods.....	2,318,755	4,136,765
Specie and bullion.....	1,852,225	3,875,701

Total entered at port...	\$62,749,842	\$83,163,099
Withdrawn fr. wareh'se.	26,077,087	28,048,465

The foreign imports at New York for the nine months ending March 31, were:

	1868.	1869.
Six months.....	\$116,072,182	\$123,552,971
January.....	15,418,571	22,542,529
February.....	20,818,537	25,827,280
March.....	26,512,934	34,793,290

Total for 9 months....	\$178,822,024	\$206,716,070
Deduct specie.....	3,601,868	6,922,190

Total mds.....\$175,220,156 \$199,793,880

The duties received at New York for nine months ending with March, were:

	1868.	1869.
Six mos.....	\$54,731,801 44	\$57,845,963 97
Jan.....	7,133,428 42	9,615,894 43
Feb.....	9,096,752 89	11,996,628 46
March.....	11,195,861 33	13,027,672 02

Total 9 months.. \$82,757,343 58 \$92,486,158 83

The exports from New York to foreign ports in the month of March, were:

	1868.	1869.
Domestic produce.....	\$12,882,808	\$11,942,672
Foreign free goods.....	24,761	31,102
Do. dutiable.....	656,881	615,121
Specie and bullion.....	3,694,912	2,389,968

Total exports.....	\$17,258,362	\$14,978,863
Do. exclusive of specie.	13,563,450	12,588,895

The exports from New York to foreign ports for three months from January 1, were:

	1868.	1869.
Domestic produce.....	\$40,192,978	\$35,122,537
Foreign free goods.....	73,828	44,008
Do. dutiable.....	1,766,560	1,400,179
Specie and bullion.....	15,248,562	8,836,431

Total exports.....	\$57,281,928	\$45,408,155
Do. exclusive of specie	42,033,366	36,566,724

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March 31, were:

	1868.	1869.
Six months ending Jan- uary 1.....	\$91,143,385	\$80,651,068
January.....	14,448,327	13,153,017
February.....	14,021,589	10,824,812
March.....	13,663,450	12,588,895

Total mds.....	\$133,176,751	\$117,217,792
Add specie.....	42,454,848	30,574,430

Total exports 9 mos.. \$175,631,599 \$147,792,222

The Washington *Intelligencer* says that on the portions of the Metropolitan Point of Rocks Branch of the Baltimore and Ohio Railroad in the district limits and adjacent thereto, the work is progressing quite rapidly, there being about three

hundred men employed within a few miles of the city, who have already laid the rails for some distance out. It is expected, notwithstanding portions of the work are very heavy, that the road will be in running order to its junction with the main stem before next winter.

## Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO MIRROR CAUSING DEATH—MEASURE OF DAMAGES.

The simple facts in the late case of *Potter vs. The Chicago and North Western Railway Co.*, are that the plaintiff's intestate, Frances L. Bishop, was killed by the defendant's negligence. She was at the time of the accident in her 12th year. The question of damages in such cases is ably set forth in the opinion of the court by

DOWNER, J.—The principle question in this action relates to the rule of damages. The action is brought under sections 11 and 12, ch. 135. R. S. The provisions of the statute, so far as any questions arise in this case, are in substance the same as Lord Campbell's act 9 and 10 Vic., ch. 93. The plaintiff was entitled to recover such damages, not exceeding five thousand dollars, as the jury might deem fair and just in reference to the pecuniary injury resulting from the death of the daughter, Francis L. Bishop, to her parents. The statute does not say, in terms, on what principle the damages are to be assessed. But all the authorities are to the effect, that vindictive damages are not to be given; nor are they to be given for loss of society, or as a *solatium*, or for injury to feelings; but they must be calculated in reference to a reasonable expectation of pecuniary benefit, as of right or otherwise, from the continuance of the life.

It was for the jury to determine what was the extent, under the proof in this case, of such reasonable expectation. The verdict must, however, be based upon evidence. The statute is peculiar, and much must be left to the sound judgment and discretion of the jury. But we do not think it was intended they should find a verdict for damages without evidence of pecuniary loss. What is the testimony as to such loss to the parent in this case? It is, that the deceased was aged eleven years and three months; that she a bright, intelligent girl, strong and healthy, had been to school and Sunday school, was a good girl to work, and accustomed to help her mother. This is all, and it is sufficient on which to base a verdict for any reasonable sum for loss of the services of the deceased during her minority. But we are unable to see anything in the evidence proving, or tending to prove, a reasonable expectation of pecuniary benefit to the parents from the continuance of the life of their daughter beyond her minority. If it had been proved that the pecuniary circumstances and health of the parents were such as to render it probable that they might need the services of the deceased, or aid from her, after she was twenty one years of age, a foundation would have been laid for damages other than those resulting from the loss of her services during her minority. On the other hand, if the proof had shown that the parents were wealthy, there would have ordinarily been, it appears to us no reasonable expectation to them of pecuniary benefit from the continuance of the life of the deceased beyond her minority. It is clear that the estate and condition of the parents might

have much to do with the question of damages. So far as we have examined, in suits like this for the benefit of parents, where damages have been recovered other than the value of the services of the deceased during minority, there has been testimony showing the condition of such parents or tending to prove it. See *Dalton vs. S. E. Railway Co.*, 93 E. C. L., 296. There are authorities to the effect that the damages, whatever the condition of the parents, ought to be limited to the value of the services of the deceased in case she had lived during her minority. *Telfer, adm'r vs. The N. R. Co.*, 30 N. J. Law R., 188. But the weight of authority is, that the jury may take into account the reasonable expectation of pecuniary benefit from the continuance of the life beyond the minority; and such, we think, is a reasonable construction of the statute. But there must be some testimony on which to base such reasonable expectation of pecuniary benefit. The jury are not to take it for granted without evidence or to guess at it. They are to find such benefit, and the extent of it, from the evidence, and are limited to such proximate damages as will actually result. *Tilley vs. H. R. R. Co.*, 27 N. Y., 289.

The circuit court instructed the jury: "You are not limited to the simple value of her services until she arrives at maturity, but may take into consideration the reasonable expectation of pecuniary advantage of the next heir (in this case the father and mother), that would have resulted to them from her living, and damages may be given in respect to that expectation being disappointed, and the probable pecuniary loss or injury resulting therefrom; but you must be satisfied that the next of kin in this case sustained pecuniary injury in that respect, because you are limited to allowing for pecuniary injuries only, and to such as you believe will actually result to them as the proximate damages of such death." This instruction is put with proper limitations in case there had been any evidence of the condition and circumstances of the parents. But when the jury were told that they were not limited to the simple value of her services during minority, they must have understood that in the opinion of the court the mere evidence of the age, the moral, intellectual and physical condition of the deceased, and that she had parents living, was enough to authorize them to find a verdict for more than the value of her services during minority. If the instruction is correct, then the jury in all cases, even where the parents are in the most affluent circumstances, may give damages beyond the value of the services of the deceased during minority. Is there any reasonable expectation of pecuniary aid to wealthy parents, or even to those in moderate circumstances, between the extremes of poverty and wealth, from their children after they arrive at their majority? In the natural course of events, the children of such parents receive far more pecuniary aid or benefit from their parents, than their parents from them. It appears to us, unless the condition of the parents is in evidence, the damages should be limited to the services during minority. We think, therefore, there was error in giving the instruction.

There was also error charging the jury that if they should find that the deceased or her mother were guilty of slight negligence only in getting off the cars, and the defendant guilty of gross



negligence, the plaintiff could recover. Negligence proximate or contributing to the injury, however slight, prevents recovery.

*By the Court.*—The judgment reversed, and a venire de novo awarded.

From the Louisville Courier-Journal.

#### Southwestern Railroad.

SPARTA, TENN., March 30, 1869.

*Mr. W. H. Chelf, Greensburg Ky.:*

SIR—Yours of the 18th inst., reached me last night, and I reply without delay.

I am pleased to learn that Larue county has voted a subscription to your railroad. I feel now that the construction of the great line of road connecting Louisville with Huntville, Montgomery, Selma and Mobile is a fixed fact.

On the Tennessee side we have 37 miles already completed, extending from Tullahoma, on the Nashville and Chattanooga road, to McMinnville; thence we have 30 miles more under contract, and in the course of actual construction. We have four hundred hands on the road and will soon have a much larger force on it. The contractor (Mr. Davenport) agreed with the company to complete this section of 30 miles by the 1st of September next.

The Board of Directors had a meeting in February last and ordered the contractor to place a sufficient force on the road to complete this section by the 1st of September next. This will extend the road four miles north of Sparta, in the direction of the Kentucky line. From McMinnville to the Kentucky line, in the direction of Burksville, is 84 miles. The following are our means to build it:

By the charter per mile, \$12,000.....	\$1,008,000
By a recent act of the Legislature for construction.....	300,000
White county public subscription.....	100,000
Bridge money by State law.....	200,000
By private subscription.....	60,000
Overton county, Tenn., by public subscription.....	160,000

Total.....\$1,828,000

Making in all an aggregate of one million eight hundred and twenty-eight thousand dollars.

We have, also, almost an absolute certainty of \$50,000 public subscription by the county of Putnam, through which the road passes.

We have propositions from several iron companies to furnish the iron for the entire road and take the bonds of our State in payment—this is equivalent to increasing our capital to a large amount, so I may safely assert that in the construction of the 84 miles to the Kentucky line we command a capital of \$2,078,000, equivalent to \$24,265 per mile. Besides this, the public men of the State regard this as a great leading trunk road, connecting the cities on the upper Ohio and the lake with Mobile on the Gulf.

Gov. Brownlow, in his last message to the Legislature of the State of Tennessee, recommended an appropriation sufficient to construct it, styling it the road of which the Hon. Senator Parker is President. This recommendation had positive strength in our Legislature to carry it through. It passed the Senate, but Nashville interest, by log rolling, defeated it by four votes in the House. We think it will be passed at the next session, and confidently hope that by the 1st of January next we may have the whole line under contract with sufficient means to build it. We will not disguise the fact that we have sought a connection with the North and Seaboard via Danville and Cincinnati.

We are, nevertheless, pleased to know that

Louisville is willing to greet us at the line. Our road is a necessity to us and to the State, and we are resolutely determined to build it. If Louisville meets us at the line a great reward will be hers. She will secure the commerce of the rich tier of counties south of Sparta, Tennessee, a large trade from Northwest Georgia and North Alabama, and very soon she can reach the Gulf at Mobile and Pensacola. The line of our road from Tullahoma to the Kentucky line, a distance of one hundred and twenty-one miles, lies near the base of the Cumberland Mountain, on its western slope, throughout nearly its entire length, along which the finest stone-coal crops out, and iron ore and timber are abundant. It passes through a fine stock and grain region and through as fine a fruit region as any in America. The country abounds with water-power for driving machinery, and with a railroad to develop them its resources are immense. By this connection Louisville may command them. The trade of the southern counties of Tennessee, Northwest Georgia, and North Alabama would build up Louisville and enable her to rival Cincinnati in population and trade; no wonder then that she is reaching out to gather this golden harvest. If she secures it now, there will be much difficulty in wresting it from her. It now goes to Nashville, Memphis and other points.

I am a director of the company and the attorney for the road, and speak what I know. No doubt exists here among well informed men of our ability to construct the road. We are decidedly in earnest, and determined to do it, nor do we doubt that you will meet us at the line. The important interests concerned must accomplish the work.

I am sir, very respectfully,  
Your obedient servant,  
E. L. GARDENHIRE.

I am the president of the road, having been recently re-elected. I have read the letter and the foregoing answer thereto, and fully concur in its statements of facts.

SAMUEL PARKER, President  
Southwestern Railroad Company.  
March 30, 1869.

#### New York Bridge Co.

The following is an official copy of the Act passed by the National Legislature to establish a bridge across the East river, between the cities of Brooklyn and New York, a post road:

*Be it enacted, etc.,* That the bridge across the East river, between the cities of New York and Brooklyn, in the State of New York, to be constructed under and by virtue of an act of the Legislature of the State of New York, entitled "An act to incorporate the New York Bridge Company for the purpose of constructing and maintaining a bridge over the East river, between the cities of New York and Brooklyn," passed April sixteenth, eighteen hundred and sixty-seven, is hereby declared to be, when completed in accordance with the aforesaid law of the State of New York, a lawful structure and post road for the conveyance of the mails of the United States: *Provided,* That the said bridge shall be so constructed and built as not to obstruct, impair, or injuriously modify the navigation of the river; and in order to secure a compliance with these conditions, the company, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge, with a detailed map of the river at the proposed site of the bridge, and for the distance of a mile above and below the site, exhibiting the depths and currents at all points of the same, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of the act, not to obstruct, impair, or injuriously modify the navigation of the river.

Section 2. *And be it further enacted,* That the Secretary of War is hereby authorized and direct-

ed, upon receiving said plan and map and other information, and upon being satisfied that a bridge built on such plan and at said locality will conform to the prescribed conditions of this act, not to obstruct, impair, or injuriously modify the navigation of said river, to notify the said company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War approve the plan and location of said bridge, and notify said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Section 3. *And be it further enacted,* That Congress shall have power at any time to alter, amend, or repeal this act.

Approved March 3d, 1869.

#### Liability of City Passenger Railroads.

In the case of *G. N. Wilkinson vs. the Baltimore City Passenger Railway Co.*, tried in the Superior Court, Baltimore, damages were awarded the plaintiff for injuries received in falling from the front platform of a car. The company appealed, and the Court of Appeals held that the Court's instruction to the jury was erroneous, for the reason that it ignored altogether the effect of the regulations of the company, &c. That a regulation of the company, prohibiting passengers from getting on or off at the front end of any car, and requiring them to enter and descend by the rear platform only, is a reasonable regulation, and knowingly to violate it, without the compulsion of some existing necessity, is conclusive evidence of negligence on the part of the passenger; so that, should he sustain an injury in consequence thereof, he will have no right of action against the company, notwithstanding the driver may also have been negligent. The circumstance that a driver or conductor may have given permission thus to use the front platform is immaterial; for the company cannot be bound by the act of their servant in attempting to dispense with a known and positive regulation. If an accident occur in consequence of violating a regulation of the company which prohibits the conveyance of baskets or parcels unaccompanied by a passenger, the person participating in such violation, and so sustaining injury, will be debarred from recovering therefor, if it be shown that he had knowledge of such regulation. The fact that a legible notice of such regulation was put up inside of all the cars, and the fact that the plaintiff had often previously ridden in the cars, are competent evidence that he had knowledge of its existence. Judgment was reversed, with leave to the plaintiff below to have a writ for a new trial.

#### Bridge over the Schuylkill.

The Commissioners for building a bridge over the Schuylkill, at South street, Philadelphia, have adopted a plan for an iron truss drawbridge, with piers of pneumatic piles or cylinders. The approaches are also to be of iron, and on the west side of the river space will be allowed for fifteen railroad tracks to pass under. The roadway for vehicles is to be 33 feet in the clear, and two passage ways for foot passengers, six feet each. The Chief Engineer is to furnish detailed plans and estimates when proposals for its construction will be issued.

## Railroads and Canals of the State of New Jersey.

A tabular statement of the Capital, Length, Cost, Earnings, Expenses and Profits, Dividends, &c., for the year ending December 31, 1868.

Railroads and Canals.	Stock. \$	Capital Account.		Length of Track.		Cost of Road, &c.		Gross Earnings.		Operating Expenses. \$	Net Earnings. \$	Dividends.							
		Bonds. \$	Debt. \$	Total. \$	Main Branch. M.	Other. M	& equip't. M.	worked.	Passenger. \$			Freight. \$	Mail, &c. \$	Total. \$	Am't. \$	P. C. Rate.			
Camden and Amboy Railroad	5,000,000	9,865,645	2,370,634	29,236,268	61.20	42.40	81.60	11,221,697	124.20	2,778,483	2,294,211	1,888,875	6,911,569	500,000	10				
Delaware and Raritan Canal.	4,999,969				43.00	22.50		4,580,395	65.50					499,997	10				
New Jersey Railroad.	6,250,000	850,000	824,238	4,064,943	37.00			7,341,278	38.80					625,000	10				
Belvidere Delaware Railroad.	996,150	2,244,500	139,482	2,814,068	60.20			8,914,896	67.00	151,416	373,129	89,831	614,376	194,941					
Camden and Atlantic R. R.	1,109,406	1,065,180	44,437	710,962	23.00	7.12		2,062,102	60.20	222,091	97,848	6,102	325,041	184,346					
Camden & Burlington Co. R. R.	381,525	385,000	158,190	800,190	41.25			710,962		(Operated by Camden and Amboy.)			34,940	11,601	3				
Cape May and Millville R. R.	447,000	200,000	534,676	18,034,676	74.00			710,962		(Operated by West Jersey.)				13,410	8				
Central of New Jersey R. R.	15,000,000	2,500,000	139,911	889,922	12.00			10,234,726	74.00				3,729,413		10				
Flemington Railroad	150,011	100,000	97,000	827,845	17.00			389,922	12.00				17,481		3				
Freehold and Jamesburg R. R.	230,845			161,700	4.88	0.78		329,305	17.00				980						
Hackensack & N. York R. R.	99,700	62,000		55,000	3.50			251,246	9.28				79,545		25				
Hibernia Mine Railroad	55,000		35,654	214,086	9.00			66,000	3.50				49,664						
Long Br. and Sea Shore R. R.	178,232		14,168	109,918	6.63			223,441	9.00				55,463						
Millstone & N. Brunswick R. R.	95,750			109,918	6.63			109,918	6.63				14,661						
(Consolidated with West Jersey.)																			
Millville and Glassboro R. R.	2,200,000	1,131,288		3,331,288	101.00			3,408,224	101.00				415,038		3				
Morris Canal.	8,500,000	1,079,208		14,294,208	81.50	6.20		14,224,577	93.70				1,921,419		7				
Morris and Essex Railroad.	4,823,500			103,850	6.00			103,850		(Operated by Morris and Essex)			6,600		3				
Newark and Bloomfield R. R.	103,850		47,373	606,673	21.30			525,563	35.50	184,026	70,453	24,881	279,360						
Northern R. R. of N. Jersey.	159,300	400,000		450,000	10.00			450,000	10.00				68,180						
Ogden Mine Railroad.	450,000			450,000	18.20			682,438	18.20				147,327						
Orange and Newark R. R.	289,550	380,000	26,500	696,050	18.20			682,438	18.20	142,220		5,107	172,848						
Orange and Newark R. R.	630,000			630,000	14.50			630,000		(Operated by Erie.)			58,400		8				
Patterson and Hudson R. R.		(In progress.)								(Operated by Erie.)									
Patterson and Newark R. R.	248,000	85,000		333,000	15.12			350,000					28,500		5 1/2				
Patterson and Ramapo R. R.	339,650	160,000		499,650	26.00			533,786		(Operated by Camden and Amboy.)			31,579		6				
Pemberton's & Hightstown R. R.	57,200	100,000	57,381	214,581	7.00			214,581	7.00	15,717	3,503		12,391						
Perth Am. & Woodbridge R. R.	57,200	100,000		214,581	7.00			214,581	7.00				19,220						
Raritan & Delaware Bay R. R.	2,530,700	1,664,500	1,226,390	5,421,590	65.00	16.00		4,098,592	81.00				254,899						
Rocky Hill Railroad	45,654			45,654	8.60			45,069	8.60				11,900						
Salem Railroad (Leased to W. Jer. R. R. Co. June 1, 1868.)	180,550	100,000		250,550	16.00			278,328	16.00	(5 months to May 31, 1868.)			26,339		6				
South Branch Railroad	438,300			438,300	16.00			435,249		(Operated by Central.)			26,298		6				
Sussex Railroad	274,400	200,000		474,400	12.00			474,400	12.00				67,705		5				
Vincetown Branch Railroad.	25,000	15,000		40,000	4.50			45,257	4.50				2,927						
Warren Railroad	1,547,650	511,400		2,059,050	18.25			2,059,050	18.25				430,365		7				
West Jersey Railroad	1,209,000	1,221,500		2,430,500	59.56			1,840,304	116.91				2,950						
													565,643						
														18,883					
														26,298					
														25,942					
														180					
														2,747					
														803,845					
														165,626					
														247,129					

## Mississippi, Ouachita and Red River R. R.

A meeting of the directors of this company was held at Camden, Ark., on the 29th ult., B. W. Martin, President, in the chair. They had under consideration a contract with Mr. J. E. Sickles for the construction and fully equipping, with all necessary rolling stocks, the railroad commencing at Eunice, running through Camden and terminating at or near Fulton on Red River. The contract was agreed to, signed, sealed and delivered. The following is a synopsis:

Mr. Sickles agrees to build the whole road by the 1st of September, 1872. To commence work at Eunice by the 1st of July, 1869, and to build twenty miles and equip the same by the 1st of November, 1869. To commence work at Camden by the 1st of October, 1869, and to build twenty miles and equip twenty miles westward by the 1st day of March, 1870. The company agrees to pay him for building and equipping the whole road \$2,800,000. Sickles agrees to receive State bonds at seventy-five cents of their full value, and first mortgage bonds of the road at seventy cents, and capital stock in the company at 40 cents. On his failure to comply with his contract, the same is forfeited, unless his failure is caused by high water or other insuperable obstacles. The State bonds and the company's bonds are to be paid to him as the work progresses; an estimate of the work done, to be made every month.

Herapath says there was a diminution of more than 10,000 tons in the exports of rails from Belgium last year as compared with 1867 the exports of 1868 having amounted to 70,550 tons, against 80,875 tons in 1867, and 32,510 tons in 1866. The decline occurred wholly in the diminished exports to Russia, which were 45,340 tons last year, against 67,095 tons in 1867, and 32,510 tons in 1866.

The contract for building the Suncook Valley Railroad has been let to Gen'l Nat. Head. The road will be 17 miles in length, extending from the village of Suncook, to Pittsfield in Merrimack, Co., N. H. The road bed is to be ready for the iron by the 1st of December next.

The Supreme Court at Des Moines, Iowa, has rendered a decision which declares unconstitutional the law passed last winter authorizing towns and cities to levy taxes for the aid of railroads.

A meeting of the corporators named in the charter of the Cumberland and Ohio Railroad Company is to be held at Lebanon, Ky., on the 23d inst., for the purpose of organizing the same and adopting such other initiatory measures as may be deemed of importance to the enterprise.

Among the bills passed at the recent session of the New Jersey Legislature were the following: to incorporate the Atlantic City Passenger Railroad Co.; to incorporate the Tuckerton and Atlantic Railroad Company; to incorporate the Camden and Philadelphia Bridge Company.

The New Orleans and Vicksburg Railroad, which is to connect with the chain of river railroads from St. Louis, has received the sanction of the Governor of Louisiana and will be put under contract at once.

The Louisville, Cincinnati and Lexington Branch Railroad has been completed. The distance between Covington and Louisville is 104 miles.



Col. W. W. Merritt is now General Agent and Superintendent of the Rockford, Rock Island and St. Louis Railroad.

## BOOTH'S DUPLEX, SAFETY, Steel and Iron Rails,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. Opening a new era in Railway economy hitherto unprecedented. All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

**J. L. BOOTH & CO.,**  
Rochester, N. Y.

**HAVEN & ALLEN,**  
72 Broadway, N. Y.

## FREIGHT CARS.

10 FIRST CLASS BOX. 10 First Class Flats. Very cheap and for immediate delivery.

**EDWARD P. BIGELOW,**  
2116 48 Pine street, N. Y.

## TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MA-SONEY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line. By order of the President and Directors.

**BENJ. H. LATROBE,** Chief Engineer.  
OFFICE PITTSBURG AND CONNELLSVILLE R. R. CO.,  
5113 Pittsburg, March 18th, 1869.

## LOCOMOTIVE WORKS, FOR SALE.

The PROPERTY situated at Jersey City, known as the JERSEY CITY LOCOMOTIVE WORKS,

Consisting of 24 full lots on Morgan, Steuben and Warren streets, with substantial buildings and machinery of the best description, ample for the manufacture of six to seven first-class locomotives per month. This property, from its vicinity to the city and to several of the leading railroads of the country is well worth the attention of those desirous of engaging in the manufacture of locomotives and other machinery. Apply to

**C. KNEELAND,**  
No. 49 William st.,  
Or **W. G. HAMILTON,**  
No. 24 Broadway.

## WM. KUMBELS

Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

**PETER W. KUMBEL,**  
26 Ferry St., N. Y.

## FOR SALE.

1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

**WM. H. PETT,**  
72 Wall st., N. Y.

## Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by  
**WILLIAMS, PAGE & CO.,**  
91 Water St., Boston,

HENRY YOUNG, Pres.

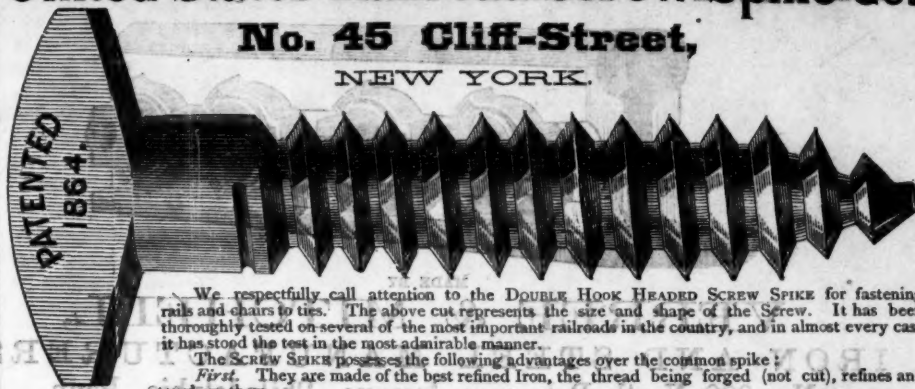
AGENCY OF THE

G. B. HUBBELL, Secy.

## United States Railroad Screw Spike Co.

No. 45 Cliff-Street,

NEW YORK.



We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike:

First. They are made of the best refined iron, the thread being forged (not cut), refines and toughens them.

Second. The holding-power of each Screw is from four to five tons, and the side pressure, three to four tons.

In three years' experience no Screw has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button), when the rail will be held firmly, as before. The ties will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia & Reading, Hudson River, Philadelphia, Wilmington & Baltimore, New York & New Haven, Chicago & Rock Island, Fond Du Lac & Sheboygan, Albany Bridge Company, Quincy Bridge Company.

We are now prepared to manufacture these SCREWS in any quantity desired.

## RAILROAD IRON.

350 TONS 40 LBS. RAILS, BEST AMERICAN

MADE. For sale by

**PERKINS, LIVINGSTON & POST,**

68 Broadway,

New York.

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## RAILROAD TIES.

WHITE OAK, CHESTNUT AND CEDAR.

Pig, Bar and Railroad Iron.

Coal Buckets, Blocks, Dumping Cars, Wheelbarrows,

&c.

**HOLLINS, KIRKUP & CO.,**

24 Dey street, N. Y.

## CAR PLUSHES.

Best French and German makes.

**LOUIS WINDMULLER & ROELKER,**

20 Rende street.

## GERMAN STEEL AND HARDWARE.

For sale by

**LOUIS WINDMULLER & ROELKER,**

20 Rende street

## Railway Travel Made More Secure.

THE WHEELS HAVE STRAIGHT FLANGES 25 degrees double, two other wheels inside, elongated hubs to catch the rail in case the wheel jumps, the axle of steel enlarged in centre. The circle of the flanges on wheels cannot touch the rail—metal is shrunk on the rail by rollers doubling their strength. Smoke-stacks, increased draft, with jacket, sparks and cinders glided into the same by sieves, these are also for steamers, etc. Invented, applied, and for sale by

**A. BEEBE,**

78 Cedar street.

## Steam Engine Power and Leverage.

BALANCE WHEELS AND MOVEABLE LEVERS. These work giving double power without centre action. Capstans and Steering Wheels, levers on the shaft or axle, about one part purchase and six parts lever, same on rudder heads for vessels and boats, etc. Invented, applied and for sale by A. BEEBE, 78 Cedar street, from 12 to 3.

## RICHARD B. OSBORNE,

CIVIL ENGINEER,

No. 431 Walnut street, Philadelphia.

## BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St. New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

## COHOES ROLLING MILL.

—FOR MANUFACTURERS' USE—

SHAFTING, BAR & BAND IRON,

ALSO

SUPERIOR PATENT PUNCHED

AXE, PICK & MATTOCK POLLS.

**MORRISON, COLWELL & PAGE,**

OFFICE, TROY, N. Y.

## EDWARD P. BIGELOW,

**Iron Broker,**

In New and Old Rails,

Fish Bars, Bolts and Nuts,

Chairs and Spikes,

Car Wheels and Axles,

Steel and Iron Tyre,

Pig, Bar and Scrap Iron, Etc. Etc.

Sole Agent for Hatfield's Juniata Boiler Iron,

THE SAMPSON CAR WHEEL CO.,

48 Pine Street, N. Y.

Orders for Old Rails promptly filled.

Agent for the Dry Dock Mill Hot-punched Fish Plates.

## Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich

Street, Hempstead, Long Island, N. Y.

A GENTLEMAN closely connected with several large

English Manufacturers of Steel and Iron Railway

Plant, who possess important Patents; and who has facilities for purchasing Hardware, Scrap Iron, &c. wishes to

combine these advantages with those of some responsible

Agency or other Firm as a means to establish a Market in

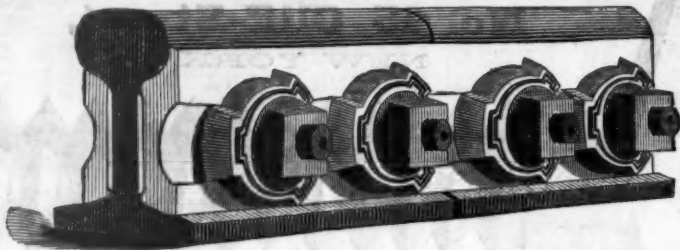
this Country for such commodities. The highest references

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**W. C. O. 112 River Terrace,**

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# PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

**VERREE & MITCHELL,**  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.  
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



## FISHER'S PATENT Wrought Iron RAIL JOINTS,

MADE BY

**FISHER & NORRIS,**  
**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

## S. & C. WARDLOW, PORTOBELLO STEEL WORKS,

AND

Congress Rolling Mills, Tilts and Forges,  
**SHEFFIELD, ENGLAND,**

Manufacturers of the Celebrated CAST STEEL for Tools,  
Dies, Taps, Punches, &c.

No. 13 GOLD STREET, NEW YORK.  
ESTABLISHED 1833.

### RAILROAD TIES.

100,000 EASTERN SPRUCE AND HEMLOCK  
Ties, 8, 9 and 10 feet long, 6+6 inch face.  
For delivery from April to September next, as required.  
Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and  
R. R. Timber. Apply to

**JOHN W. GOULD,**  
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### RAILROAD TIES.

CONTRACTS SOLICITED, FOR OAK, CHEST-  
NUT, CYPRESS, AND CEDAR, in quantities, as  
may be required. Apply to

**THOMAS G. BENTON & SONS,**

92 West Street,

New York.

## PACIFIC MAIL Steamship Company's THROUGH LINE TO California and China.

Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steorage.
Outside. Inside.		
\$275	\$225 \$150	\$75.

### CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River,  
foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day  
previous.

One hundred pounds baggage free to each adult. Medi-  
cine and attendance free.

May 1, ARIZONA, CAPT. MAURY, connecting with  
GOLDEN CITY, CAPT. LAPIDGE.

Steamer leaving May 11, connects closely with steamer  
CHINA, leaving San Francisco June 4, for China and  
Japan.

NOTICE TO SHIPPERS—Freight for steamer  
ARIZONA received until 4 P. M. on FRIDAY, April 30.  
All usual facilities afforded shippers in collecting inland  
charges, &c.

For freight or passage tickets and all further information  
apply at the Company's ticket office on the wharf, foot of  
Canal street. F. R. BABY, Agent.

## JAMES JEFFRIES & SONS, MANUFACTURERS OF

LOCOMOTIVE, CAR AND TANK

**SPRINGS,**

PHILADELPHIA, (rear of Girard House.)

### REFERENCES.

J. EDGAR THOMSON, of Penna. R. R. Co., M.  
BAIRD & CO., A. WHITNEY & SONS, W. S. WILSON,  
of P., G. & N. R. R., WM. C. ALLISON, WESTMORE-  
LAND & PENN. GAS COAL CO., of Philadelphia,  
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SMALL, P. FT. W. & CHICAGO R. R.; W. F. SMITH,  
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Empire Transp. Co., FRANK W. CUMMINGS, A. & G.  
W. R. R., W. CUMMINGS & SON, Jersey City, Wm.  
TAKER & PHILLIPS, Toledo, MICHIGAN CAR  
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A. B. SEEGER, of Ocala, Fla. R. R., H. T. PEAKE, of S.  
C. R. R. Co., W. M. WADLEY, Central R. R. of Georgia,  
DR. M. EMANUEL, Southern (Miss.) R. R., SAM  
TATE, Memphis & Charleston R. R., T. S. WILLIAMS,  
N. O., Jackson & Gt. Northern R. R., and other Southern  
R. R.'s which have had our springs in use for years, also to  
all Roads where our springs have been in use.

We will be happy to furnish a SET OF SPRINGS  
to such companies as may wish to try their Durability  
and Elasticity, by writing us the Length, Width, Curve  
over all, and the weight which they are to bear.

## EDWIN J. HORNER,

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## CAR SPRING

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Agents "New Haven Car Company."

**HAMILTON SQUARE**  
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**C. V. MEAD & Co.,**  
Manufacturers of Superior Quality

OF  
**INDIA RUBBER**  
**CAR SPRINGS,**  
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

**TESTIMONIAL.**

Baltimore, Md., April 16, 1893.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,  
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

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**VOSE, DINSMORE & CO.,**

National Spring Works,

Manufacturers of

**Volute, Rubber Center Spiral,**

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And other

**RAILWAY CAR SPRINGS**

No. 1 Barclay-st., No. 15 La Salle-st.,  
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**HEBBARD CAR SPRING CO.,**

MANUFACTURERS OF

Patent Right and Left Spiral  
**STEEL CAR SPRINGS.**



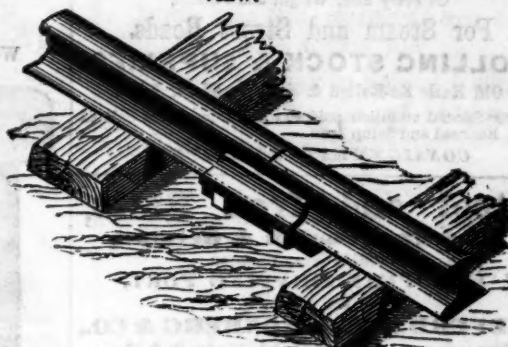
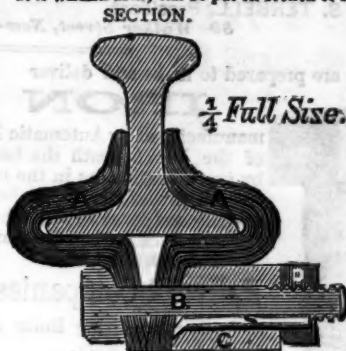
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**Scott's Wrought Iron Clamp Truss Joint**  
**FOR RAILROAD RAILS.**

LENGTH 9 TO 12 INCHES,  
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 20,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.



**VIEW AND SECTION** show position in place. A.—Is **CLAMP-TRUSS**. B.—Are two 1/2 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The **LOCK** of the **NUT**, which prevents its jarring loose.

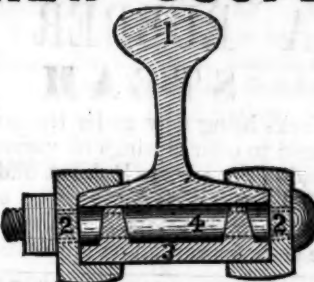
The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails.

For particulars, address

**JOHN H. OSBORNE,**  
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**  
New Brighton, Pa.

**THE PHOENIX IRON COMPANY'S**  
**PATENT**  
**NEW SUSPENSION RAIL JOINT.**



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

**PHOENIX IRON COMPANY, Philadelphia, Pa.**

**FIVE SECOND HAND LOCOMOTIVES**  
in working order—Gauge 4 ft. 8 1-2 inches.

	No.	Diam.		No.	Size	Diam.	Weight in run-	Connect'n.
	No. Div.	Drivers.	Cylinder.	Fire Box.	Flues.	of Flues.	ning order.	
1st.	4	5 feet.	14 × 20	38 × 37	127	10 feet 8 × 2	42 in.	50,100 lbs. Inside.
2d.	4	5 feet.	13 × 20	42 × 40	181	10 feet 2 × 1½	42 in.	45,700 lbs. Outside.
3d.	4	5-ft. 6	15 × 20	44 × 38	150	11 feet × 1½	44 in.	52,600 lbs. Inside.
4th.	4	5 feet.	15 × 24	41 × 37	140	11 feet 2 × 2	43 in.	57,000 lbs. Outside.
5th.	4	5 feet.	13½ × 22	40 × 38	103	11 feet × 2	40 in.	48,400 lbs. Outside.

The above engines arranged for burning wood, are now running, and are in fair working order, and will be sold low for cash.

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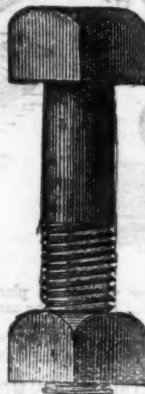
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manufactured by Automatic Machinery in such manner as to increase the strength  
of the Iron beneath the head by compression, and totally avoid the weakening  
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Standard Bolts will be made of the best quality of iron, and warranted.  
The attention of

Railroad Companies, Bridge, Car & Locomotive Builders,  
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Contracts for Bolts used in the construction of Railroads and their appurte-  
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RAIL CHAIRS.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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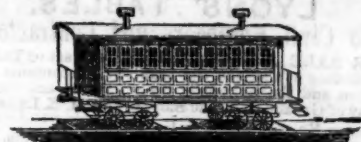
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Pass Sand and Gravel without injury.

Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,

Run at great speed.

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1. General Table for all Bases and all Slopes.	12. for Base 18 ft. Slope 1½ to 1
2. For Side Hill Cuts and Fills.	13. " " " 1½ to 1
3. Base 12 ft. Slopes 1½ to 1	14. " " " 1½ to 1
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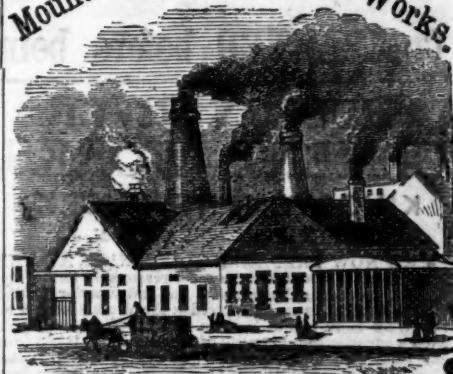
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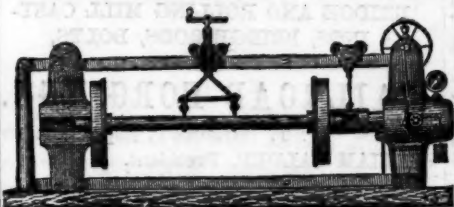
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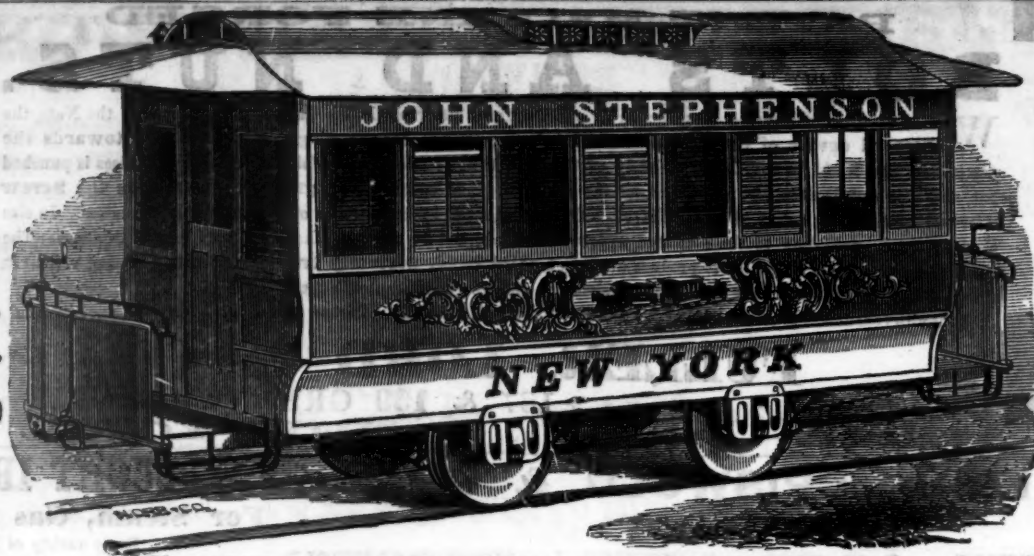
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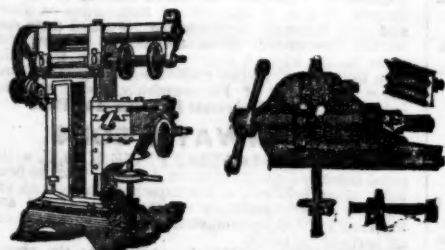
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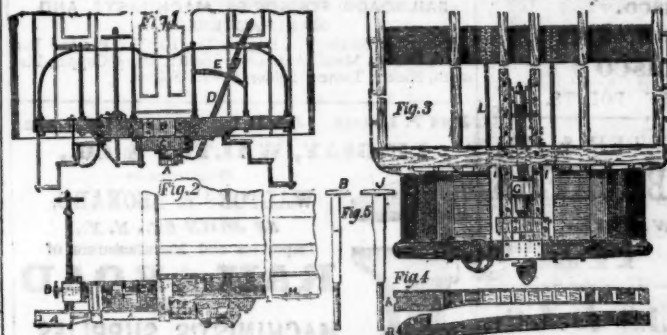
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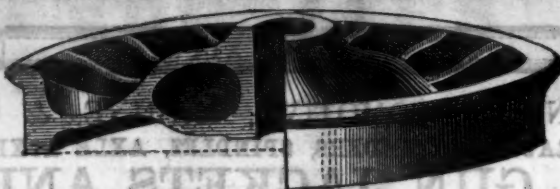
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